

# CAP's Convention Time Approaches

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## CIVIL AIR PATROL NEWS



NO. 5

MAXWELL AFB, ALA. 36112

MAY, 1975



IN APPRECIATION—Brig. Gen. Leslie J. Westberg, USAF, national commander, (right), presents a portrait to Grover Loening, the first aeronautical engineer, in appreciation of his presentation to the National Congress on Aerospace Education held in New Orleans in April. See page 8 for story and additional photos. (Photo by MSgt. Russ Brown)

## Supply Bill (5828) Reintroduced By Alaska's Congressman Young

MAXWELL AFB, Ala. — On April 9th, Congressman Don Young of Alaska introduced the Civil Air Patrol supply Bill, H.R. 5828, which will broaden the base of support and ease the financial burden on the Civil Air Patrol.

Citing the 12 lives saved in Alaska, and the invaluable emergency assistance rendered throughout the nation, Congressman Young urged congress to guarantee the strength and efficiency of the Patrol for the future.

The bill Young introduced is

identical to H.R. 13884, the bill Congressman F. Edward Hebert (D. La.) introduced in the last Congress, and it has been requested by CAP since 1968. It will allow the Air Force to supply CAP not only with military excess, but with property excess to other Federal Departments and Agencies. It will allow the Air Force to arrange for the CAP to use the services and facilities of the other military departments, Federal Departments and Agencies. Also, the bill authorizes the appropriation of funds for uniforms, for fuel and lubricants, for a per flying hour payment to member for aircraft maintenance costs, and for travel and subsistence allowances for members on authorized missions.

Congressman Young obtained the co-sponsorship of 11 other Congressman, of both parties. He hopes that with this support, the bill will pass. The other Congressman were Floyd Hicks of Washington, Joshua Eilberg of Pennsylvania, Tom Bevill of Alabama, Richard Fulton and Harold Ford of Tennessee, Lester Wolff and Donald Mitchell of New York, William Broomfield and Philip Ruppe of Michigan, Gene Snyder of Kentucky and David Treen of

Louisiana. Congressman Young urged members of CAP to write their representatives to request support for H.R. 5828.

## Embry-Riddle University Cites Delaware's Col. Louisa Morse

MAXWELL AFB, Ala. — CAP Col. Louisa S. Morse, commander of the Delaware Wing, was honored late last month at Embry-Riddle Aeronautical University's graduation exercise at Daytona Beach Fla., where she was presented the Gill Robb Wilson Award.

The award is presented annually to an outstanding aviation educator of the previous year.

This presentation marked the second time that Colonel Morse has received an award which bears the name of the late Gill Robb Wilson, aviation giant who was a leader in the formation of Civil Air Patrol.

In 1972 she received a Gill Robb Wilson award from CAP for her work in the senior member training program in Delaware.

Colonel Morse was the first female to become a CAP wing commander when she was ap-

## St. Louis Is Site For Yearly Meet

MAXWELL AFB, Ala.—Civil Air Patrol's National Board Meeting/Convention is less than six months away! With this in mind, it is time you began making your plans to attend.

The convention will center in America's heartland at St. Louis' Stouffer's Riverfront Towers. October 3 and 4 are the dates for the formal business sessions. The 2d and 5th have been designated as arrival and departure dates.

The hotel has allotted 700 rooms to Civil Air Patrol at \$18 for a single and \$21 for a double. (A room reservation form is printed on Page 16 for your convenience.)

In planning the board meeting/convention this year, every effort has been made to keep our registration and banquet fees to an absolute minimum. We feel that we have been successful in attaining that objective. The registration fee for the entire range of convention activities including the banquet on Saturday night, is only \$19.00. This is less than last year's registration fee of \$19.50. If you want to attend the banquet only it will cost \$15 while registration alone will be \$5.

You can also pre-register in advance by sending in the Pre-registration Form which appears on Page 2.

You should pre-register only if you are certain you will be going to the convention. No refunds will be made until 30 days after the convention.

The key-note speaker for this year's banquet will be "America's humorist with a message," — Newt Hielscher. He has more than 20 years experience on the banquet and meeting trail as a speaker for conventions and has developed a unique style that makes old friends out of strangers and breaks the ice of formality.

Mr. Hielscher is a former public school teacher and professor and assistant to the Dean of Engineering at Texas A&M University. Married with two children, the resident of Shreveport, La., is a Deacon and Sunday School teacher in the First Baptist Church. He is also a

40 year veteran with the Boy Scouts of America where he received the Silver Beaver Award in 1954.

Airlift to the convention will present even greater problems than in years past due to the loss

(See Convention, Page 2)

## 3 Missions Raise Save Total To 26

MAXWELL AFB, Ala. — Civil Air Patrol pilots and ground teams from Colorado, New Mexico and Oregon received credit for saving the lives of 10 people in late March and early April through their volunteer search and rescue (SAR) missions.

Pilots from Colorado and New Mexico flew 11 sorties on Mar. 21st in search of a PA-28 Cherokee aircraft with three persons on board which had crashed in Colorado.

The three were on a flight from Colorado Springs, Colo., to Grand Canyon, Ariz., via Durango, N.M., at the time of the accident.

The wreckage was located near Alamosa, Colo., by CAP pilots 2nd Lt. Cleo V. Tillman and 2nd Lt. James C. Buffington of the Monarch Pass Senior Squadron, Gunnison, Colo.

The two CAP pilots homed-in on voice signals from the survivors to pin-point their location. The aircraft's Emergency Locator Transmitter (ELT) had been damaged upon impact of the aircraft.

An Army helicopter from Ft. Carson, Colo., was diverted from a mission to pick up the survivors who were reported to be uninjured but had prepared to spend a cold night at the 11,000 foot level of the wreckage.

A CAP search aircraft from the Colorado Wing and a law enforcement rescue team from Aspen, Colo., went into action March 28th when a pair of skiers were reported overdue while on an outing in the Rocky Mountains.

(See Saves, Page 2)



Colonel Morse

## End Of Monthly CAP Newspaper

This will be the last time you will receive your monthly Civil Air Patrol NEWS. To save money, the National Executive Committee has directed that your newspaper will only be published every other month. Future issues will be published in July, September, November, January, March and May.



## Dr. Scharlemann

# To Keynote Chaplain Meeting

MAXWELL AFB, Ala. — Chaplain (Col.) Ralph R. Pace, National Chaplain, recently announced the selection of Dr. Martin H. Scharlemann, M. Div., M.A., Ph.D., Th.D., Professor of New Testament Interpretation and Chairman of Exegetical Theology, Concordia Seminary, St. Louis, Mo., as guest speaker of the annual chaplain meeting this year. His keynote address will be presented at the Friday noon luncheon, held in conjunction with Civil Air Patrol's National Board Meeting, October 2-5 in St. Louis.

Reverend Scharlemann has earned a Doctor of Philosophy Degree from Washington University (1938), and a Doctor of Theology from the Union Theological Seminary, New York (1964). He assumed his position with the Lutheran Concordia Theological Seminary after serving twelve years as an active duty Army and Air Force Chaplain (1941-1952). He retained his chaplaincy commission, and in 1966 became the first Air Force Reserve chaplain to hold the rank of a General Officer.

He is a native of Nashville, Ill., the son of a Lutheran pastor, attended the parochial school

systems of the Lutheran Church, and received his A.A. and M. Div. degrees from Concordia universities. He belonged to the first class that was required to serve a year of internship before completing seminary work and ordination.

He served in various pastoral and administrative positions in the Church, and in 1965 was an ecumenical guest to the Pontifical Biblical Institute, Rome, and became the first Lutheran to study there. During his stay in Rome, he also taught at the Waldensian Seminary in that city.

He is the author of many articles and books, his major work being a book entitled "Stephen: That Singular Saint". He is best



Dr. Scharlemann

known in the military chaplaincy as author of the Moral Leadership and Character Guidance materials which he wrote from 1941-1951. He also wrote the curriculum for the thirteen-volume ECI Course "The Air Force Chaplain".

As a reserve officer he has conducted many retreats, conferences and preaching missions for the Army and Air Force. In November 1963 he spoke to more than 100,000 troops in the Pacific on the "Ethics Of War", in the summer of 1964 he took the same message to Europe and the Middle-East. He has lectured on the ethics of warfare and the moral aspects of the cold war to every class of the Air Force Squadron Officer School, Maxwell AFB, Ala., from 1954 to 1973. For this work he received the Air University Medal.

He received an honorary membership to Civil Air Patrol in 1970, following continued service to the CAP chaplaincy. CAP members will remember him for an outstanding presentation at the CAP National Ministry to Youth Laboratory in 1969, and again for his contribution to the 1970 annual chaplain meeting, held at the National Headquarters in Alabama.

## Convention Time Nears

(Continued from Page 1)

of all T-29 aircraft in the Air Force inventory. Region and wing commanders are urged to



Mr. Hielscher

be thinking of arranging either group affinity or charter flights for their people as alternate means of transportation. Another possibility is the "no-frills" flights offered by several airlines. Check to see if there are any such flights originating in your area which fly to St. Louis. But whatever you do, don't wait until the last minute to make the necessary arrangements.

St. Louis is a "City with everything." There are parks and museums and rivers and homes and universities and shrines and historical sites and churches and bridges and breweries and exhibits and galleries and shopping centers and amusement parks and conservatories and gardens and sporting events and caves and a planetarium and concerts and opera and jazz and legitimate theatre and riverboats and a zoo

and an arch.

A couple of the many tourist attractions are:

- The world's largest brewery, Anheuser-Busch. Naturally, guided tours are available all year round that include three National Historic Landmarks: the Brew House, Administration Building and the Clydesdale horse stables.

- The symbol of St. Louis—the Gateway Arch. It is a 630-foot high stainless steel structure with the shape of an inverted catenary curve. It was designed to memorialize the spirit of the pioneers who settled the West. It is open to visitors each day of the year.

Your support is needed to make this another memorable Civil Air Patrol National Board Meeting/Convention. Make your plans now, don't wait until it's too late.

## 1975 CAP National Convention

(Pre-registration Form)

Enclosed is \$\_\_\_\_\_ for \_\_\_\_\_ registrations at \$19.00 each.

(Name) \_\_\_\_\_ (Rank) \_\_\_\_\_

(Street) \_\_\_\_\_

(City) \_\_\_\_\_ (State) \_\_\_\_\_ (Zip) \_\_\_\_\_

(Wing) \_\_\_\_\_

Check One:

USAF \_\_\_\_\_

CAP \_\_\_\_\_

Other \_\_\_\_\_

Please make check payable to "National Headquarters CAP" and mail to HQ CAP-USAF/AC, Maxwell AFB, Ala. 36112.

Checks and pre-registration form must be received by HQ CAP USAF/AC no later than Sept. 15, 1975.  
If registration is being made for more than one person, please include names and ranks of all individuals.



ON DISPLAY—CAP Maj. Edward G. Kelley, (center), and Cadet Sgt. James McGown of the National Capital Wing's Potomac Composite Squadron, explain one of CAP's missions to a visitor at the exhibit the squadron recently displayed at the Pentagon Mall. The display, depicting the missions of CAP, was constructed by CAP Maj. Steven Gillis of the Wheaton-Silver Springs Cadet Squadron.

## Save Total Now 26

(Continued from Page 1)

The aircraft, piloted by SM Keith Serkes along with SM Claude Porterfield acting as observer located the missing pair after one hour of aerial searching and notified the ground team who moved in with snowmobiles to make the rescue.

A ground rescue team was instrumental on Apr. 7th in saving the lives of five young hikers who were stranded on Neahkahnie Mountain, near the town of Nehalem in the northwestern tip of Oregon.

No CAP air searches were involved in the rescue as the

location of the hikers was known but members of the Hood River Composite Squadron were credited with saving their lives.

The team, assisted by local mountain rescue personnel and the Tillamook County Sheriff Department, used a power winch to rescue the five from the mountain.

A Coast Guard helicopter airlifted the hikers to a local hospital for observation.

These 10 saves brings to 26 the number of lives CAP has saved in 1975 through its air search and other emergency services missions.

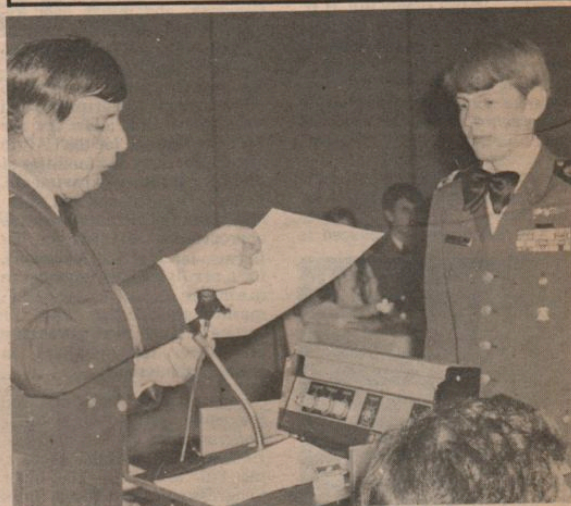
## A Reminder!

PORTLAND, Ore. — The 1975 Pacific Region Staff College will be held in Portland, Ore., July 27 through August 2.

Cost will be \$70 per person (double occupancy of rooms) and includes housing and all meals.

It will be possible to bring your family and have them on campus with you. Anyone interested in bringing their family should write Col. O. A. Donaldson, CAP, 3501 NE Marine Drive, Portland, Ore. 97211, for additional details.

Applications should be submitted on Form 17 and go through your unit and wing commander. (See story in January Civil Air Patrol NEWS for additional information.)



SPAATZ WINNER—Cadet Col. Charles M. Link, (right), of North Carolina's Winston-Salem Composite Squadron receives Civil Air Patrol's highest achievement for a cadet—the Gen. Carl A. Spaatz Award, from CAP Col. Ivey M. Cook Jr., North Carolina Wing commander. Link, a rated private pilot, has served the squadron in most cadet positions including cadet commander. (Photo by CAP Lt. Col. Holli Nelson)



## OUTLOOK

# America At 200

by Chaplain (Lt. Col.) Reuben M. Katz, CAP  
Northeast Region Chaplain

This past month we began officially to make preparations for the observance of our country's bicentennial. At first blush, it would seem that we couldn't have chosen a more inappropriate time to celebrate 200 years of America. The political life of our country is in ferment, our economic life is sorely strained and the general morale of our people is at its nadir. Harried by its enemies, misunderstood by its "friends", its most recent leaders guilty of several sins, both great and small, its youth "turned off", its populace wary of every new step, maligned, mistrusted, and indecisive, our country stands at one of the great crossroads of its history.

Perhaps, on second thought, this year might be an excellent time for us to rediscover America, to recall the unique quality of the American promise and the essence of the American experiment. Perhaps, this is as good a time as any for us to appreciate, not with childish naivete, but with a maturity, bearing the scars of growing up, that which is outstanding and great about America. The bicentennial year may well serve to remind us that our American way of life is still worthy of our profoundest loyalty and that our country's flag is worthy of our deepest respect.

At the heart of America is the dream of creating a society in which people will be accepted as people; where the castes and the conflicts, the stratifications and the ghettos and the cruel and senseless boundaries between people and races and relationships would be repudiated. America is not merely the past, but a vision of a society still to be, in which human beings will be judged by their ability and their character rather than by the accidents of their native geography, color or creed.

It is that aspect of the American spirit to which Washington referred in his letter to the Hebrew Congregation in Newport, Rhode Island in 1790, when he wrote: "Happily, the Government of the United States, which gives to bigotry no sanction, to persecution no assistance, requires only that they who live under its protection demean themselves as citizens..." It is this understanding

of America's dream which permeates the deathless words of Martin Luther King and represents the American promise at its noblest and wisest manifestation.

Furthermore, the greatness of America is reflected in the fundamental acceptance of the dignity of the individual. The Psalmist speaks of man as being "a little lower than the angels." To the American spirit, the individual is neither serf nor slave nor beast, but he is endowed by his Creator with inalienable rights and these entitle him to opportunity, liberty and equality. It took years before this basic view of man was extended to include the disenfranchised, the Blacks, and I truly believe that it will, in time, include the woman as well.

The greatness of America is still to be, and its measure will be found not in the behavior of small men who have misused great power, but rather in those statements of moral passion and religious conscience which are at the heart of the great historic documents of our country: the Declaration of Independence; the Addresses of Washington; the Inaugural Addresses of Abraham Lincoln and his Gettysburg Address among many other immortal utterances of great Americans.

When our collective conscience is challenged, as it has been in our own time, by those who would reduce the moral and ethical qualities of our country by misusing their high office, part of our nation's greatness lies in the fact that they cannot continue to desecrate America's image unchallenged.

The founding fathers, 200 years ago, dared to dream, to sacrifice, to build a nation whose greatness was primarily in the realm of the spirit. It is that spirit that we celebrate and that hope that we share.

In an imperfect world, amidst a selfish humanity, and a materialistic society, America still stands raising the banner for liberty and human dignity for the generations still to come. The American dream is our challenge. The American promise is our commitment.

Isn't it time that we had the courage to say, "I'm proud to be an American?"



COVETED AWARD—CAP Maj. Michael J. Gallo (right), of New York Wing's Rockland County Group, receives the Gill Robb Wilson award and congratulations from CAP Col. Paul C. Halstead, New York wing commander. Gallo has been affiliated with CAP since 1949 when he first joined the organization as a cadet. He was recently appointed as Group Commander of the Rockland County Unit.

## Nine Tour Air Control Center

BARTONVILLE, Ill.—A group of nine CAP members from Group IV recently traveled to Aurora, Ill., and toured the Chicago Air Route Traffic Control Center there.

The purpose of the trip was to acquaint the members with the operations of the center and the efforts of the radar controllers in effecting a smooth flow of air traffic.

This visit also assisted the CAP group in their efforts in promoting the concept that searches for Emergency Locator Transmitter (ELT) equipped aircraft may in the future be undertaken even in instrument conditions through the coordination of efforts of the radar controllers and search pilots.

## Radio Program Features CAP

GADSDEN, Ala. — Five members from the Alabama Wing's Gadsden Composite Squadron were guests recently on a 30-minute talk show aired by Radio Station WAAX in Gadsden.

During the show, the CAP group, which included 1st Lt. Dotts F. Elliott, Cadet Capt. Marian D. George, Capt. Mark C. Cardwell, 2nd Lt. Kelly Cardwell and 2nd Lt. Max Cannon, discussed their organization's role in search and rescue missions and the cadet program.

Following the program they were given a tour of the 50,000 watt station.

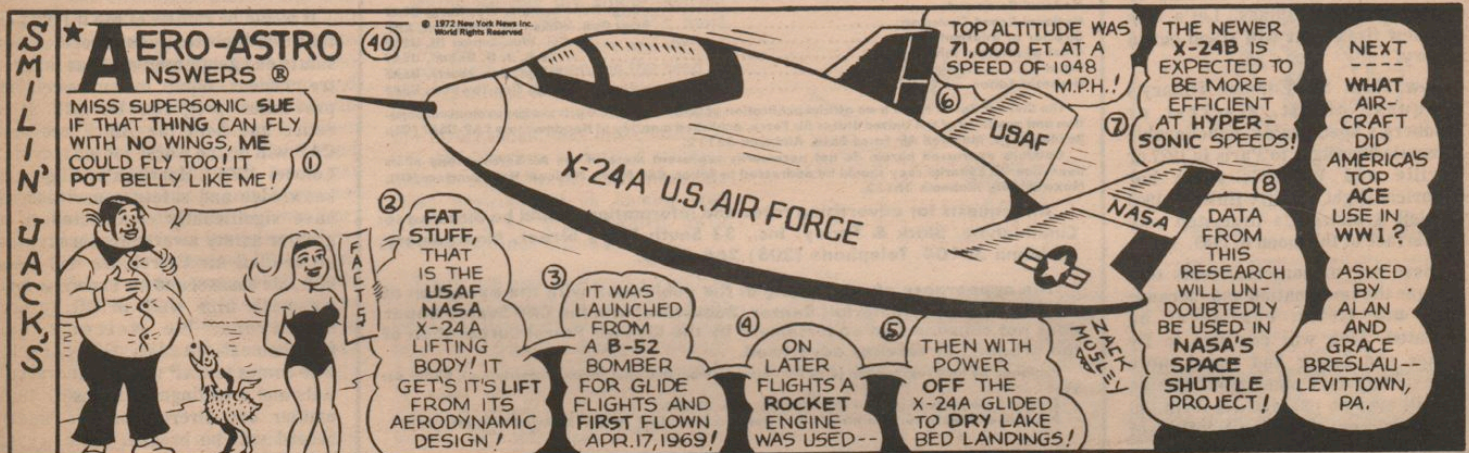
### BOX SCORE

Cadets.....	26,003
Seniors.....	34,488
GAM.....	404
Total.....	60,895

(As of Mar. 31, 1975)  
(221 increase since Jan. 1, 1974)



PROSPECTIVE MEMBER—Cadet Lt. Pete Kurdziel (right), of Florida's Pompano Beach Cadet Squadron, explains the Civil Air Patrol cadet program to an interested visitor during a recent Miami Boat Show. Cadets and Seniors from Florida Groups 1, 10, 16 and 18 had an information booth at the show in an effort to recruit new members into the CAP program. (Photo by CAP Lt. Col. Tom Welch)



Courtesy of Zack Mosley and Chicago Tribune—N.Y. News Syndicated



## From The Commander

by Brig. Gen. Leslie J. Westberg, USAF,  
National Commander

Like Gulliver I've traveled some since coming on board as your National Commander in 1972. I've logged many hours of air time, and worn out several pairs of shoes. Nevertheless, I deeply appreciate the warm hospitality extended to me by thousands of dedicated members of Civil Air Patrol.



All of this could happen only in an organization such as CAP!

Why? Because CAP is people oriented. It was founded on a

patriotic need to help America. During my travels, I am always pleased and comforted by the honest enthusiasm and pride of membership exhibited by CAP members everywhere.

I still don't fully understand why the membership is turned on the way it is, but I have stopped asking why and gratefully accept the fact that this dedication and professionalism has always been there and will continue to exist long after I have left the scene.

I believe that a volunteer organization's worth can be measured in terms of contribution. What have they done to make our country just a little bit better place in which to live? The Civil Air Patrol

record is clear for all to see.

From a relatively small band of volunteer citizens in 1941, Civil Air Patrol has grown into a highly professional, meaningful and productive organization in 1975.

However, while available revenue and resources seem to be continually dwindling, the mission of CAP and the efforts of its devoted members have not diminished. And in this connection, it occurs to me that in this time of universal uncertainty and spiraling inflation, there is one important American commodity that has maintained its poise and stability — the voluntary people power donated by the thousands of patriotic members of Civil Air Patrol.

After nearly three years in office, I

am more convinced now than ever before that CAP is a one-of-a-kind organization with a continuing opportunity to render a valuable service to our great nation. While the challenges and responsibilities ahead of us are sobering, I have utmost confidence that Civil Air Patrol will meet these challenges with a powerful resource of dedicated volunteer members united for a common cause — to help those in need: anyone, anywhere, anytime!

It is with the greatest sense of pride that I salute each of you — the men and women of Civil Air Patrol — for your past contributions and to challenge you to even greater achievements in the future.

People power—a powerful product!

## Chairman's Comments

# Safety First — Last — And Always

by Brig. Gen. William M. Patterson, CAP  
National Board Chairman

There is an old cliché, "Records are made to be broken." This is particularly applicable to the sports scene for it seems that each day a record established by Jesse Owens,

Bob Seagren, Mark Spitz, Babe Ruth or Bob Hayes is literally shattered by some young, modern sports hero. The headlines blare out their accomplishments and pay homage to them and their achievement. It has ever been this way and will continue so long as man competes and so long as he continues to be the dominant force in the world in which he lives.



On the flip side of the coin, however, the converse might well be said to hold true. That is, there are records that will not or should not be broken. These are one-of-a-kind or once-in-a-lifetime things. Let's look at a few firsts that will stand out in history.

How about Sir Edmund Hillary's conquest of Mt. Everest or Lindberg's spectacular, unbelievable transatlantic flight to Paris in 1927 or Orville and Wilbur's short but historical flight at Kitty Hawk in 1903 or Neil Armstrong's first step onto the surface of the moon in 1969.

These are monumental feats that stagger the imagination and, because they are firsts, can never be repeated. Man will continue to fly higher and faster and spend more time on the other planets but nothing he will ever do can detract from the greatness or the significance of achievements put into the record books by the Lindberghs, Wrights,

Hillaries and Armstrongs.

Civil Air Patrol also has a record of sorts that we fervently hope will not be broken. That is our flying safety record for the first four months of 1975. As this column is being written the statistics that Lt. Col. Ed Harrison has furnished jump out at me. They tell me that you have been working harder and longer at accident prevention than at any time in the past five years.

Although the record isn't perfect,—and I'm enough of a realist to recognize that as long as man flies there will be accidents—it does point out quite clearly that true accident prevention is an achievable and realistic goal. Elimination may never

be the proper word in this flying business but reduction and minimizing certainly fit into our plan of operation and our lexicon.

As of April 10, Civil Air Patrol has experienced only three aircraft accidents. This compares most favorably with previous year statistics which reveal that by this time in 1972 there were six accidents, in 1973 we had eleven and last year there were seven by April 10.

In the dugout baseball players have an unwritten yet highly respected tradition. It has been called everything from a superstition to a myth. Nonetheless it is time honored and inviolate. No one—but no one—ever mentions the words "no-

hitter" when a pitcher has held the other team hitless and is moving towards the most cherished of all pitching goals—holding the other team from getting a hit or a run. To refer to this while it is happening is to court disaster and put a hex or a jinx on the struggling pitcher.

Well, I'm defying this tradition in my own way by talking about your 1975 safety record so far. I'll even tempt fate by going one step further and predicting that 1975 will be our best accident prevention year ever. It can be done and words are not going to change the actions of the CAP team or spoil our no-hitter. Just as pitchers achieve their no-hitters by control and perseverance so must we continue our constant struggle to prevent accidents that injure and kill and waste hard-to-come-by corporate resources. This we cannot afford nor tolerate! Only by conservation of lives and assets can we hope to be able to respond when we are called upon.

It would be remiss of me if I did not take this opportunity to recognize and salute one gentleman who has made a tremendous input to our accident prevention program. He will soon retire and both the Air Force and CAP will be the worse for his leaving. Colonel "Ed" Harrison's diligence, knowledge and safety consciousness have significantly contributed to a greater safety awareness throughout all of Civil Air Patrol. We will miss him, his counsel and his expertise and we wish him well in all future endeavors. We welcome his replacement, Lt. Col. Glen Atwell, who comes to CAP with great credentials and a willingness to insure that neither our aircraft or our safety record will be broken. Let's try to help him by not only Coming Alive in '75 but by Staying Alive in '75.

## CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

National Commander ..... Brig. Gen. Leslie J. Westberg, USAF  
National Board Chairman ..... Brig. Gen. William M. Patterson, CAP  
Director of Information ..... Lt. Col. Wm. Copers III, USAF  
Chief of Internal Information ..... Capt. J. H. Ragan, USAF  
Editor ..... SMSgt. Don Bowes, USAF  
Assistant Editor ..... TSgt. Don Thweatt, USAF

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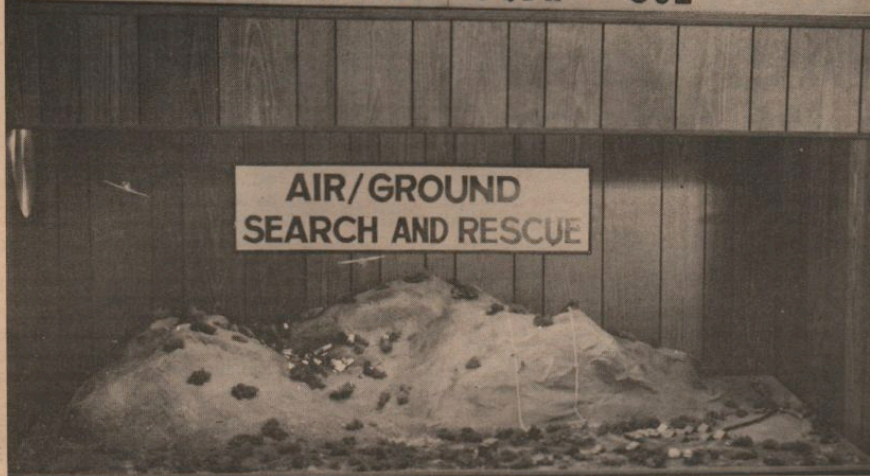
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MAY, 1975



## HARRISBURG SQDN 302



Display Depicts CAP's Role

## Display Viewed During Show

HARRISBURG, Pa.—A 20-foot display depicting Civil Air Patrol's efforts won considerable attention at the Eastern States Sports and Outdoors Show here recently.

Designed by CAP Maj. Earl Yarlett and Maj. Robert Shaw, commander and executive officer of Pennsylvania's Capital City Com-

posite Squadron 302 respectively, the display was constructed by members of Squadron 302.

It featured a 4 by 8 foot topographic mountain scene with a downed aircraft. Above the craft were two

animated air search aircraft, ground search teams and a communications mobile unit with "live" and simulated communications on two frequencies demonstrating the coordination necessary for a search effort.



**DISASTER DRILL**—Cadet WO Crystal Chaffin of the Colorado Wing is the "victim" during a recent three-hour disaster preparedness exercise in the Denver area. This marked the second year that members of Colorado's Area I had participated in the training exercise with local hospital personnel. The "victim" is being attended by two unidentified emergency room nurses.

## SAR Tips

The Air Force, Navy, Army and Coast Guard are using the standard sectional map grid. Be a volunteer. Use it too. Its on page A10-1, CAPM 50-15.

Most in-route crashes can be associated with adverse weather conditions and high terrain. Do you consider this in your search plan?



For the benefit of all members of Civil Air Patrol, the latest statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

(As of Apr. 13, 1975)

Number of missions .....	135
Number of aircraft .....	1597
Number of sorties .....	3179
Flying hours .....	5711
Personnel .....	7608
Mobile radios .....	1574
Fixed radios .....	1228
Saves .....	26
Finds .....	47

## Two Record 'Find' In Calif. Mission

SANTA BARBARA, Calif. — Two Civil Air Patrol members were credited with a find recently when they located missing DeHavilland DH-10 Dove aircraft which crashed on a flight from Paso Robles to Los Angeles.

The pilot of the aircraft, owned by Trans National Airlines, had reported loss of both generators and was lost on radar some three minutes later.

The aircraft was carrying an emergency locator transmitter (ELT) and initial search efforts involved instrument flight rules due to inclement weather conditions by Air Force and Coast Guard aircraft and limited visual search by Coast Guard and Navy helicopters. Four CAP ground teams with direction finding gear also searched in the continuing rain.

When the weather cleared two days later, CAP was able to launch one aircraft to search the adjacent mountains. They spotted the aircraft at the 3,500-foot level on the north side of Noon Peak. Maj. Bruce Gordon was the pilot while Capt. Jim Rand served as his observer. Positive identification of the aircraft was obtained from the air before bad weather forced the search aircraft to the Santa Paula Airport.

Major Gordon then got aboard a Navy helicopter from Point

Mugu, and guided it through the clouds back to the wreck site. The helicopter lowered two Navy medical corpsmen to the wreck and they determined that the pilot was deceased.

A sheriff's rescue team completed the recovery of the body on the ground later. They were assisted by two CAP rescue teams headed by Maj. Lou Darttanner and Lt. Joe Byrd.

## P.R. Wing Aids During Search

SAN JUAN, Puerto Rico — The Puerto Rico Wing recently joined the Coast Guard and Navy in a search for an aircraft enroute from San Juan to Saint Vincent Island.

Although none of these agencies recorded a find the story does have a happy ending. The pilot, Michael C. Trobert, had engine trouble and was forced to ditch alongside the French sailing vessel Kantread, 80 miles from Martinique. He and his passenger, Charles Sarren were able to step from the ditched aircraft to the Kantread.

Neither of the two suffered any injury and both were taken to safety. They were not able to communicate with land forces until they reached Aruba because the sailing vessel had no radio equipment aboard.

## Pa. Unit Visits Int'l. Airport

PHILADELPHIA — Civil Air Patrol cadets from Philadelphia Composite Squadron 104 were recently given a tour of the Philadelphia International Airport as guests of Eastern Airlines and the Federal Aviation Administration.

The cadets toured the Eastern operations area where pre-flight briefing and planning take place. They were shown how fuel and cargo weights are calculated and were given a walk thru tour of a Boeing 727.

The FAA phase of the tour took place during a lull in traffic, which gave the cadets more opportunity to ask questions. All controller positions were described during a visit to the radar room and the control tower.

The tours were arranged by SM Richard J. Luce.

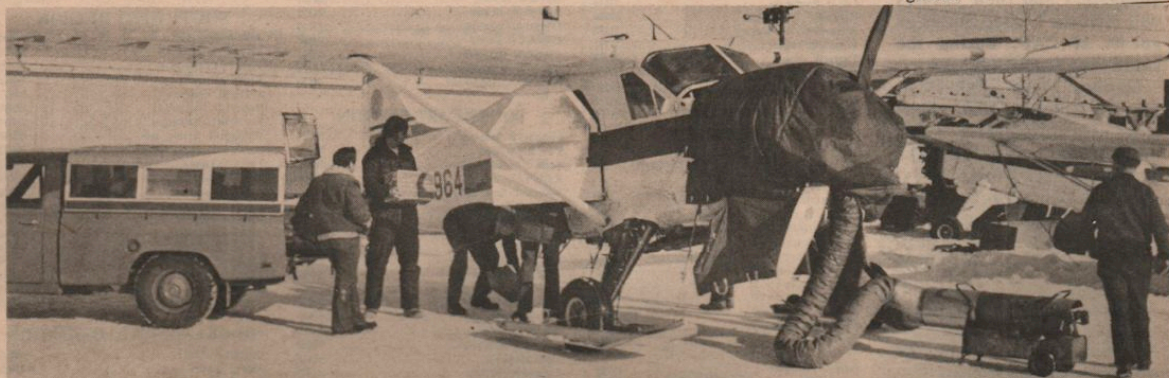
## EMT Certificates Earned By Four

CASPER, Wyo. — Four members of Wyoming's Natrona County Cadet Squadron recently completed training for their Emergency Medical Technician certificates.

The training encompassed six months and more than 80 hours of advanced emergency care instruction, taught by personnel and doctors from the county hospital.

Completing the course were 2d Lt. Rich Proper, unit commander, 2d Lt. William Brimmer, testing officer, Capt. Jerry Wellman, information officer and Cadet Lt. Col. Mike Street, communications officer.

These four CAP members are registered through the State of Wyoming and are recognized as part of the nationwide program to train EMT's by the American Academy of Orthopedic Surgeons.



**NEEDED AIRLIFT**—Members of Alaska's Polaris Group load donated food and clothing to be flown to the William Howerton homestead on the Hoholitna River in remote Alaska interior. The Howerton

family cabin burned down leaving the family to forage for food and shelter for the remainder of the winter months. Anchorage residents donated supplies and food to aid the seven-member family.



# Miller School Offers \$15,600 In Scholarships For Cadets

MILLER SCHOOL, Va.—Dr. Robert J. Lawton, Superintendent of Miller School, has announced a \$15,600 scholarship offering to Civil Air Patrol Cadets.

The offering consists of a \$200 scholarship toward Miller School tuition to be awarded a CAP cadet from each wing. The scholarship recipient will be selected by the Wing commander. Cadets must be nominated initially by their squadron commanders or cadet program directors who are authorized to award a \$100 scholarship toward tuition on their own. The school has a boarding capacity of only 150 boys, and therefore, applications should be screened and forwarded to the school by June 30. Final acceptance by the school will be announced promptly thereafter.

Miller School is the first and only private boys prep school to be affiliated with CAP on a full-time basis. It is the Miller School Cadet Squadron 45122 of the Virginia Wing. With the exception of the 5th and 6th grades, all students are members of the Civil Air Patrol and wear CAP uniforms every day throughout the school year.

The school is located 15 miles west of Charlottesville, just off I-64. It offers 1700 acres of campus which features rolling hills, woodland, and a 12-acre lake for

boating, fishing and swimming. The school was established in 1878 and offers grades 5 through 12. It offers a college prep and/or vocational training program with a student-teacher ratio of 7-1.

Miller School was formerly affiliated with the U.S. Army JROTC. Their CAP charter was presented on March 10 by Col. Randolph C. Ritter, CAP, the Virginia Wing commander. The charter presentation was made in the school's chapel before the student body, faculty, staff and guests.

Colonel Ritter presented the charter to Dr. B. F. D. Runk, Miller School Board, with Dr. Lawton acting as master of

ceremonies.

School catalogs and applications are being forwarded to each Wing to be passed on to the Squadrons. The school applications must be completed by the parents of the selected candidates and forwarded directly to the school with an accompanying letter from the wing commander designating his \$200 scholarship award plus a letter from the Squadron Commander designating his \$100 award.

Requests for additional catalogs, brochures, and applications should be directed to: The Miller School, CAP Cadet Squadron 45122, Miller School, VA 22901.

## Unit Hosts Survival School

SOUTH MIAMI, Fla. — The Cutler Cadet Squadron recently played host to fellow CAP members from six squadrons in the Florida Wing and held an encampment at their Everglades Survival School.

Equipment was supplied by the Cutler unit to conduct the training which included a communications van, two-way radios, vehicles and numerous tents and field gear.

Headquarters Company, 50th Supply and Service Battalion, Florida Army National Guard provided a tactical vehicle to transport the cadets to the school and provide support while they were training in the field.

Their training included map reading, day and night navigation, field sanitation, first aid and survival.

Those units participating were the West Miami Cadet, University Cadet, Miami Aerospace Academy, North Dade Cadet, Ft. Lauderdale Cadet and the Port Charlotte Composite Squadrons.

CAP Maj. Fred Graham is commander of the Glades Survival School and Cadet Col. Randy Cason is the cadet commander.



ALL ABOUT CAP—Cadet TSgt. James Olschlager explains some of CAP's programs to a prospective member during the recent American-Canadian Sportsmen Show held in the Cleveland Auditorium at Cleveland, Ohio. During the 10-day show, members from the Ohio Wing manned the display booth and briefed many of the 150,000 attendees on CAP activities. Ten new senior and 25 new cadet members will be gained from the efforts of those CAP members participating. (Photo by Bruce Beam)

# 188 Cadets Will Participate In 1975 IACE

MAXWELL AFB, Ala. — One-hundred eighty-eight cadets from 46 Civil Air Patrol wings have been named to participate in the 28th annual International Air Cadet Exchange program. In addition, 31 cadets have been selected as alternates in the event a primary selectee is unable to meet the schedule.

The cadets will visit 22 foreign countries, including such widely separated ones as Israel and Japan, Germany and New Zealand during the exchange, sponsored by CAP and the United States Air Force.

A like number of youngsters and their escorts will visit the United States as guests of CAP, during the same time frame.

Nations in the Far East, Europe and the Middle East plus Canada will send delegations to the United States in this annual exchange which began in 1948.

This will be the eighth year in which female cadets have participated in the IACE. American girls will visit Austria, Belgium, France, Great Britain, Israel, Netherlands, Hong Kong and the Philippines this year.

Following is a breakdown by Region and unit charter number of those cadets selected to participate in the

exchange between July 15 and August 6.

## PRIMARY CADETS NORTHEAST REGION

Amy T. Dana	06015
Anthony P. Gutowski	06041
Paul J. Gurecki	06054
Michael W. Rogers	06059
Nick T. Colas	19012
John J. Carroll	19012
Robin R. Miles	19012
Sheila J. Parkhurst	19043
Michael M. Kazukiewicz	23037
Sandra D. Sullivan	23067
Adrianne K. Glappa	23092
William J. Harlicka	23092
Dana W. Moss	31039
Richard D. Murray	31076
Raymond J. Castagnaro	31131
David J. Difolice	31173
Douglas G. Hancher	31173
Robert G. Hahn	31187
Charles V. Hayes	31189
Robert Sabbatino	31227
James M. Bonicelli	31228
Robert P. Pellegri	37025
Robert P. Nixey	37025
Gary P. Standorf	37026
Lee P. Ryglinski	37046
Konrad J. Trautman	37060
Kenneth G. Worhatch	37133
Dennis C. Tobias	37191
Larry W. Jones	37246
Victor E. Croker	37246
Roland W. Spencer	37246
Walter R. Jones	38023
William A. Sacco	44009

## MIDDLE EAST REGION

G. A. Vanderliek	07015
Kenneth W. Bosley	18013
Howard F. Eisinger	18071
Mark P. Hetterly	18071
Michael S. Cowan	18075
Vernon L. Brown	18075
William H. Trail	18085
Daniel Hoefly	25033
Charles W. Divian III	25035
Randall J. Williams	25081
Stephen L. McFinney	25099
Denese Shipman	45002
Kevin P. Logan	45025
Julia D. Bohne	45064
David O. Pitts	45089
Jan K. Bateman	45095
Christopher West	45117
Silas C. Fore	47013
Michael E. Segle	47013
Jonathan R. Bonds	47029
Joseph D. Langdon	47056

## GREAT LAKES REGION

Michael R. Schmitt	11011
John M. Henner	11023
Karl A. McGrann	11074
Vaune M. Phillips	11090
Diana T. Cangelosi	11099
Barbara A. Campbell	11166
Donald A. Cantrell	11172
Robert H. Castle	11189
Paul Signorilli	11189
William E. Powers	11189
Mary F. Hindrichs	11205
John R. Hojek	11226
Daniel R. Hurley	11230
Scott A. Eichelkraut	11263
Rickie L. Sexton	12012
Jim Shepard	12075
Charles M. Kidd	12079
Kenneth W. Adams	12127
Ann J. Thielking	12175
Donald E. Parman	20081
Joseph E. Baka	20096
Lionel D. Jenkins	20145
William F. Hagen	20164
Rodney L. Telford	20235
William J. Corliss	20237
Michael Cardenas	20238
Claude H. Fore III	34037
Doug A. Daley	34038
Ronald J. Gizzi	34051
Tim M. Murry	34070
David A. Hennig	34131
Cheryl J. Barman	34167
Robert W. Braun	34131
Edward C. Lewis	34167
Joseph G. Orlovski	45064
Kenneth Berggren	48124
Edward A. Romanski	48126

## SOUTHEAST REGION

Michael R. Meyers	01024
Paul S. Davison	01024
Jerry J. Coursey	01034
Kathryn L. Howar	01034
Sherrie L. Soustek	01041
Marlin J. Tays	01041
Eric G. Haertel	05090
Jose B. Carrizales	05090
Robert A. Hinton	08103
Mark J. Camerino	08104
Richard A. Brinkman	08143
John P. Frontera, Jr.	08159
Harry L. Greenway, Jr.	08159
Karen L. Budzinski	08160
David A. Patterson	08227
Rhett K. Atherton	08432
Michelle Krell	22044
Leland W. Maxey	22057
Kenneth E. Strohm	41054
Forrest C. Ward	41054
Tommy E. Tripp	41094
Jan W. Cook	41094
Robert A. Nelson	41094
Rudames Mercado	42066
Fe M. Ortiz	52017

Gladys M. Rosario	52017
Luis A. Torres	52017
Edel Garcia	52045
Eduardo Dominguez	52059
Carlos L. Torrens	52062
Joseph Alverio	52062
Richard Correa	52062
Gerardo Torres	52066
Roberto Marquez	52066
Gerardo Lago	52066
Ilda Gonzalez	52097
Jose E. Garcia	52097

## NORTH CENTRAL REGION

Kevin A. Long	13002
Ronald A. Wegner	13002
Janet K. Moll	14029
Douglas D. Freese	14056
Michael W. Otterblad	21016

Beth A. Nelson	21030
John R. Quilling	21030
Curtis G. Brimacombe	21034
William F. Pagel	21044
Raymond B. Phillips	21048
Kevin E. Swanson	21048
Gregory L. Hampton	23004
Roy J. Sanderson	23008
Russ E. Knight	23057
Charles R. Snyder	28002

## SOUTHWEST REGION

John A. Mayer	02036
Mark R. Weaver	02036
Todd D. Clifton	05045
Keith D. Brocksmith	02045
Larry M. Fenner	02071
Robert D. McCord II	02071
Kenneth C. Ramage	02092
William R. James, Jr.	03040
Stanley A. Myers	03083
Terry L. Logan	16007
Willie M. Guillot	16014
Mary S. Shepard	30060
John W. Boyd	35008
Edward Acosta	35077
Jeffrey W. Lemay	42010
Robert W. Edwards	42025
Arthur C. Hardin	42076
Christina B. Collins	42098
Nathan C. Harnage	42154
Melody A. Hayes	42313

## ROCKY MOUNTAIN REGION

Joseph W. Pitt	05025
Mike L. Skaff	05026
Neil K. Harlan	05051
Celeste M. Condit	24087
Mark A. Brunton	24087
Annette Chlapowski	24098
William G. Bowden	24031
Michael W. Street	49002
Scott A. Hayden	49002

## PACIFIC REGION

David S. Kaswan	04051
Gordon W. Odell, Jr.	04096
Mark F. Williams	04184
Edward F. Lee	04230
Karl A. Hattendorf	04289
Paul G. Mayer	27031
Kenneth E. Magelssen	27031
Mike F. Maskaly	27040
Kevin D. Kertz	30045
Eric D. Didomenico	46002
Susan M. Fletcher	50056
Eli H. Walters	51014
Mike D. Bouchard	51028
Leslie K. Yamashita	51045
Keith D. Taguma	51056
Clifton M. Taketa	51056

## ALTERNATES

### NORTHEAST REGION

Blaise T. Zyrowski	06054
Necia E. Porter	17033
Edward N. Green	18043
John T. Barry	19044
Timothy J. Cleary	31039

### MIDDLE EAST REGION

Patrice M. Grimmitt	18011
Jeffrey B. Fetner	39061

### GREAT LAKES REGION

Robert W. Henson	11065
Charlotte H. Fajardo	12084
Valerie C. Hager	20251
John G. Sladen	20496
W. T. Stephens Jr.	48055
James W. Silko	48122

### SOUTHEAST REGION

Gretchen M. Hotmann	01034
Cheryl A. Homzak	08084
Gary J. Baird	08176
James M. Mims	08227
Emily J. Dodson	41054
Montero V. Sierra	35060
Anna M. Sabo	35077
Edward Acosta	35077
Juan V. Rodriguez	52094
Hiram Mont	52094
Maria B. Escobedo	52098

### NORTH CENTRAL REGION

Patrick S. Duff	14056
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### SOUTHWEST REGION

Danny O. West	35001
Linda D. Kristof	35015
Pamela I. Kantor	42110

### ROCKY MOUNTAIN REGION

Mary A. Trudicus	05135
Cheryl L. McNeill	43047

## PACIFIC REGION

Deborah S. Alg	04007
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**AVIATION MINDED** — Cadet Bonnie Willhite of Alaska Wing's Elmendorf Cadet Squadron gets a briefing about the radio panel of a C-118 aircraft from Air Force Maj. Phil Jeffreys, a 118 pilot. The briefing was given when members of the Elmendorf Cadet Squadron recently toured Elmendorf AFB.



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TO: ABIGAIL MARTIN  
1113 Washington, Dept. G115A, St. Louis, Mo. 63101

☐ So that we may start our drive immediately please send us sales kits of Little Darlings candles.

(No. of Kits)

Date Needed

☐ Please send one "on approval" kit of 12 Little Darlings candles to show my group (if we do not go ahead, we may return this kit at your expense).

Organization \_\_\_\_\_ No. of Members \_\_\_\_\_

My Name \_\_\_\_\_ Title \_\_\_\_\_

\*My Address \_\_\_\_\_

City/State \_\_\_\_\_ Zip \_\_\_\_\_

Area Code and Phone \_\_\_\_\_

\*Avoid home delivery charges; have shipment sent to a business or school address. Shipping Address (if different from above).

Signature \_\_\_\_\_ Order subject to verification.

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ORDER	AND I GUARANTEE	SELL ALL AND MAKE
15 sales kits	\$ 88 profit	\$117 profit
30 sales kits	\$189 profit	\$282 profit
60 sales kits	\$378 profit	\$504 profit

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15 to 29, \$16.20; 30 or more, \$15.60.

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EACH MEMBER SELLING**

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Dept. G115A, St. Louis, Mo. 63101

## Radio Airls Road Alerts

LEESBURG, Va. — If you drive through Loudoun County, Virginia during a weather emergency, you may hear WAGE radio broadcast the following announcement:

"The commander of Godfrey Squadron, Civil Air Patrol, urges all citizens band radio operators to monitor emergency channel 9. All Civil Air Patrol stations in Loudoun County will be monitoring channel 9. CB radio-equipped motorists are requested to broadcast road conditions in rural areas for relay to WAGE radio."

CAP. Tom McGonegal, CAP, squadron commander and Bill Spencer, manager of WAGE devised this plan to assist motorists who may need help, and acquire and give out road conditions.

## Wing Locates Downed Craft

MANKATA, Minn. — A Minnesota Wing crew spotted the wreckage of a Clinton, Iowa aircraft on Beaver Island in the Mississippi River near Clinton recently.

The deceased pilot of the PA-28 aircraft had been missing for a couple of days. He was Alfred Froning, a Clinton grain exporting firm owner.

Minnesota was called in on the search to assist the Iowa Wing when it was learned that Mr. Froning had a construction project in Winona, Minn., and it was thought he might have been planning to fly there.

Lt. Ed Fox, observer in the Mankata Composite Squadron aircraft spotted the aircraft. The plane was piloted by Lt. Brian Duehring while Lt. George LaFavor was a second observer.

## 70 Receive Ride In Giant Aircraft

TOWSON, Md. — The U.S. Air Force recently invited more than 70 CAP members of the Towson Composite Squadron (Maryland Wing) for an orientation flight in their giant C-5A aircraft.

The Air Force was conducting the flight from Dover AFB as a navigational training exercise for crew members.

During the six hour flight on a course out over the Atlantic Ocean, CAP members were allowed to go to the flight deck section where the operation of the aircraft and various instruments were explained to them by the crew.

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# New Orleans Congress Is Huge Success



**PRESENTATION**—Grover Loening presents a portrait to General and Mrs. Westberg in appreciation of their support of Aerospace Education.



**LEADS SEMINAR** — Mrs. Pauline Maupin leads the Elementary Education Seminar during the National Congress.

Photos by MSgt.  
Russ Brown



**CHAT**—Astronaut Fred W. Haise Jr., (left), chats with Brig. Gen. Leslie J. Westberg, USAF, national commander and Grover Loening about the future of aerospace.

MAXWELL AFB, Ala. — The eighth annual National Congress on Aerospace Education, co-sponsored by Civil Air Patrol, was conducted at the Fontainebleau Hotel in New Orleans on Apr. 3-5. The "biggest and best ever," this meeting drew more than 400 aerospace educators from throughout the nation.

Among the highlights of the congress were the presentations by two aerospace pioneers — Grover Loening and Fred W. Haise Jr. Mr. Loening is the first aeronautical engineer ever graduated in the U.S., was an aeronautical engineer for the Wright Brothers in 1913, and was the first aeronautical engineer ever employed by the U.S. Army. In addition, he founded the Loening Aeronautical Engineering Company which manufactured several types of amphibian aircraft.

Fred W. Haise Jr., although of a much later vintage, is every bit as much a pioneer. He is a NASA astronaut and was the Lunar Module Pilot on the ill-fated Apollo 13 flight. Mr. Haise talked of his own experiences and presented an overview of the Skylab and Space Shuttle Programs.

The congress participants also heard general assembly addresses by B. J. Long of Rockwell International, Jerry Boyer of GAMA, and Miss Carol Rosin of Fairchild Industries.

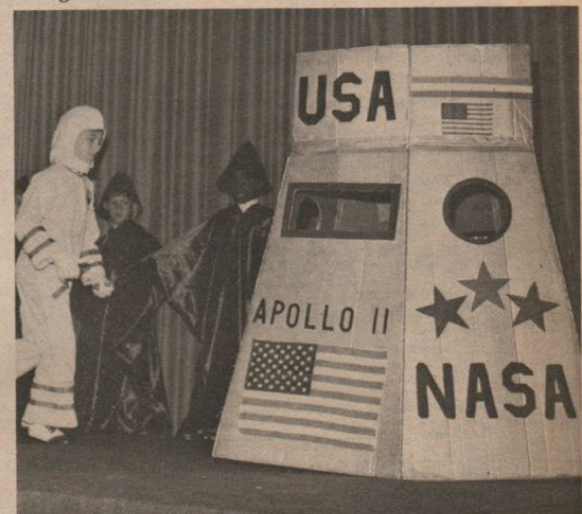
Many seminar sessions, aimed at providing the teachers with resources they could take back to their schools, were also conducted. These seminars were chaired by teachers who themselves are experts in the aerospace education field.

The congress was co-hosted by the State of Louisiana and Louis Michot, Louisiana State Superintendent of Education. In addition to seeing what is happening in Louisiana in aerospace education, the participants were treated to a Cajun dinner and a moonlight cruise on a Mississippi River sternwheeler.

As in the past, this year's congress was planned by General Westberg's aerospace education staff at National Headquarters; and plans are already underway for the 1976 National Congress which will be held in Las Vegas.



**KEY PEOPLE**—Col. William H. Cahill, CAP, Louisiana Wing commander (left), Mrs. Mary Berkowitz, wing secretary and Air Force Maj. James L. Solum, wing liaison officer, were instrumental in the success of the National Congress.



**SKIT**—Third and fourth grade students from Louisiana present an original skit as part of the National Congress in New Orleans.

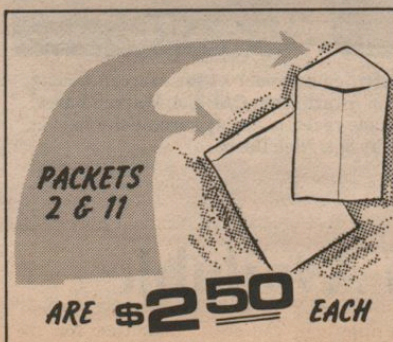
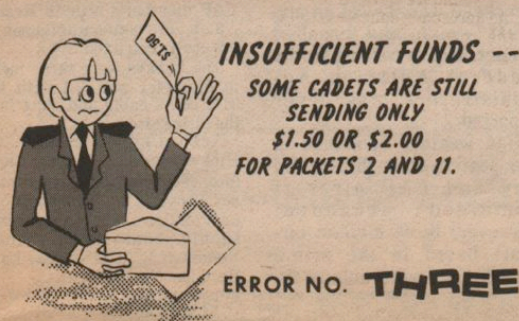
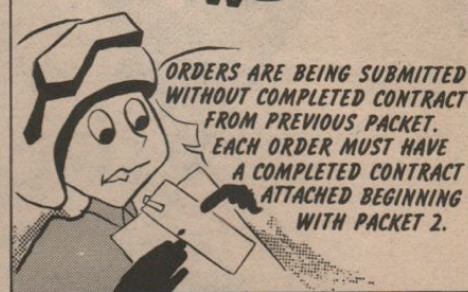


# THE **TEN** MOST COMMON ERRORS ENCOUNTERED IN PROCESSING CONTRACTS.

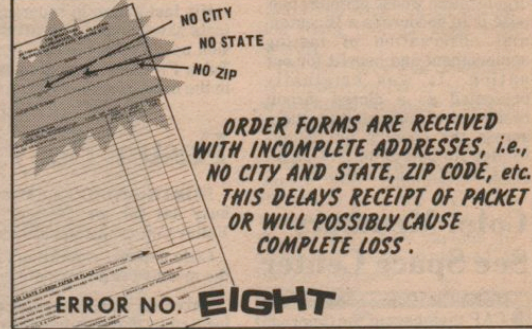
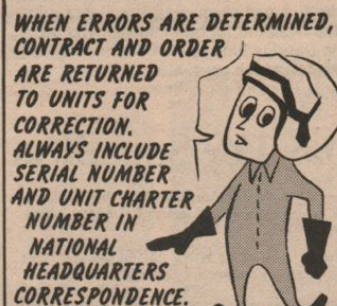
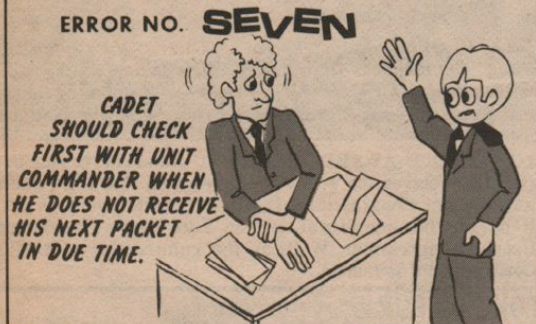
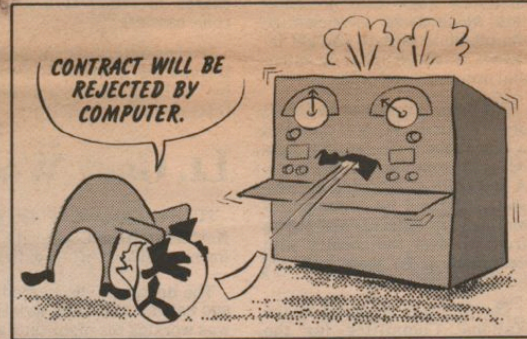
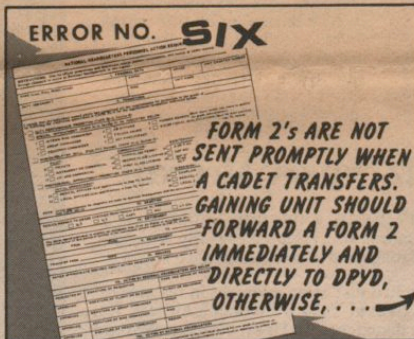
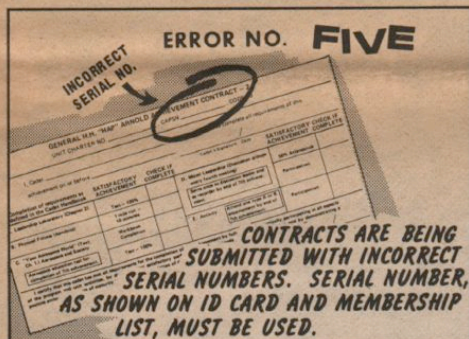
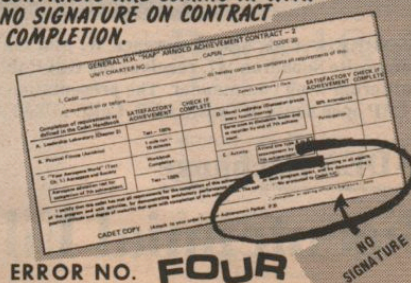
## ERROR NO. ONE



## ERROR NO. TWO



CONTRACTS ARE COMING IN WITH NO SIGNATURE ON CONTRACT COMPLETION.

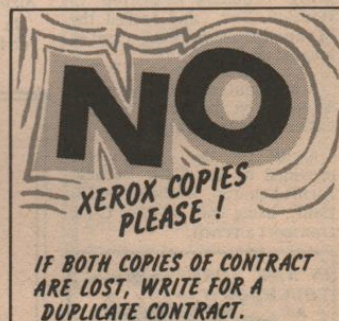
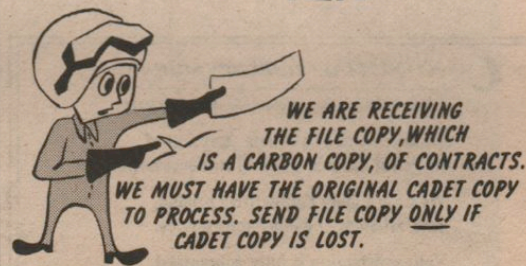


## ERROR NO. NINE

NUMEROUS CADETS ORDER INCORRECT PACKETS, i.e., SEND IN CONTRACT #6 AND ORDER PACKET #6. WE TRY TO CATCH THESE ERRORS BUT IF WE MISS, IT COULD MEAN A REAL DELAY TO THE CADET.



## ERROR NO. TEN







**HONORED**—CAP Maj. Lawrence W. Markham, (left), commander of the Merced County Composite Squadron 147, receives the Gill Robb Wilson Award from CAP Col. Warren Barry, California wing commander. The presentation was made recently during ceremonies held at a CAP open house at Castle AFB, Calif. (USAF Photo by Sgt. Nick Barbaro)

## BI-DEA Exchange

# Bicentennial Film Available

The Bicentennial: Beyond the Birthday is a recently produced 40-minute color film presentation which seeks to encourage the public to initiate and get involved in meaningful Bicentennial programs and projects.

The film, introduced by President Gerald R. Ford, is based on a Bicentennial Declaration signed by 40 prominent Americans. A spectrum of Bicentennial projects, initiated by communities and private citizens, are shown from all over the country with comments from those who are heading these efforts.

The film was produced by the National Committee for the Bicentennial Era, a non-profit organization whose primary purpose is to encourage a Bicentennial observation of lasting achievement and benefit for our nation. It was originally presented as a closed circuit broadcast to community leaders across the country by the affiliated stations of the NBC, ABC and CBS television networks.

## Colo. Members See Space Center

DENVER, Colo., — More than 40 CAP members of the Colorado Wing recently traveled to Houston, Tex., and toured the Manned-Spacecraft Center located near there.

A highlight of the tour was a briefing on the center and the duties of those working there.

Airlift for the visit was provided by the 314th Tactical Airlift Squadron, McClellan AFB, Calif., using one of their C-130 transport aircraft.



Copies of this 40-minute program are now available at no charge in 16mm film and 3/4" color cassette.

Groups interested in viewing *Beyond the Birthday* may do so by writing on organization letterhead to: Films, the

National Committee for the Bicentennial Era, 110 East 59th St., New York, NY 10022. Please include the name and title of the person requesting the program, organization, mailing address and three alternate showing dates. Also indicate whether film or cassette is desired.

## Lt. Gary Wortz Saves Aircraft

TULSA, Okla.—CAP Lt. Gary Wortz, a member of Oklahoma's Northeast Tulsa Composite Squadron was credited recently with saving several aircraft from fire damage and possible total destruction.

The lieutenant discovered the fire just after midnight in the offices and hangar of a Tulsa aviation firm at Tulsa's Riverside Airport. He was working the night shift as a dispatcher for Great Western Airlines when he discovered the fire.

His fast action in reporting the fire and organizing fire fighting efforts saved many aircraft parked near the flaming hangar. His decision not to open the doors of the flaming hangar was credited by the Tulsa Fire Department as the factor which prevented the heated fuel in the hangared aircraft from exploding and spreading.

## Easter Busy Day For Squadron

NORTH ANDOVER, Mass. — This past Easter turned out to be a busy day for members of the Hanscom Field and the Merrimack Valley Composite Squadrons.

Code named "Operation Egg hunt" the units were called out early in the morning to participate in a search and rescue exercise.

Three aircraft were launched to search for the target which was located in the area between Hanscom Field and Lawrence Municipal Airport.

In less than three hours, the target was located by the aircraft and retrieved by ground teams.

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# Colo. Aids In Search For Missing Aircraft

DENVER, Colo.—The Colorado wing recently participated in a two-day search for a missing aircraft which disappeared on a flight from Wray to Boulder, Colo.

The aircraft was equipped with an ELT, but it didn't activate. CAP search activities were set up at Longmont with Capt. Henry Elgin acting as mission coordinator. Snow continued to fall the first day of the search making it impossible for an air search. Ground teams were utilized and within two hours after arriving in the search area, a CAP ground team located the wreckage of an aircraft. The wreckage was that of an aircraft which had crashed earlier and, according to the Federal Aviation Administration, was never reported.

Bad weather continued in the search area the second day and CAP aircraft remained grounded. However, three civilian aircraft based in the prime search area were able to fly

beneath the thousand foot ceiling. One of these pilots spotted the wreckage that afternoon. The body of Dr. Richard Halverson of Boulder, was found in the cockpit.

## Homer Designs Radio Antenna

HERNDON, Va. — Civil Air Patrol 1st Lt. Bruce Homer of the Herndon Composite Squadron recently used his creative talents to design a unique 4585 Khn radio antenna.

It was constructed from two Slinkys and installed in a fellow CAP member's attic in Reston, Va., where outdoor antennas are severely restricted.

The Slinkys were three inches in diameter and fed with RG-58/u co-ax cable and hung from the attic rafters.

According to Homer the Slinkys can also be constructed into very compact field antennas. Anyone desiring additional information on this invention should contact Lieutenant Homer at 13129 Greg Roy Lane, Herndon, Va., 22070.



**TOP CADET AWARD**—Cadet Col. Reinaldo Hernandez (right), receives his recently earned Gen. Carl A. Spaatz award from Congressman Lester L. Wolff, (Dem. N.Y.). Hernandez is a member of the New York Wing's Long Island Group. Congressman Wolff is the commander of CAP's Congressional Squadron.

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**HELPING HAND**—Frank Cavender (left), commander of the American Legion Post 267 of Jefferson Parish, La., presents a check for \$150 to members of the East Bank Cadet Squadron (Louisiana Wing) to help promote the CAP cadet program in the local area. Receiving the check are Lt. George Anderson (right), squadron commander and Cadet Maj. Byron Rambo, cadet commander.

## 30 Cadets Have Opportunity To Join In EAA Convention

MAXWELL AFB, Ala. — Cadet activities involving operations, piloting, maintenance, aircraft ground handling and communications have always been rated as preferred interest areas.

Now the summer of 1975 brings all these opportunities into reality as Paul Poberezny, president of EAA, has offered to assist the Civil Air Patrol by opening up the EAA Convention at Oshkosh, Wisc., to 30 cadets.

The convention runs from July 29, 1975 to Aug. 4, 1975; therefore, cadet participation (July 26—Aug. 5) will amount to ten days because of pre and post convention activities and briefings.

Cadet assignments will allow each cadet to be of service to the public approximately one-half the time while the other half will involve educational activities

such as woodworking, visiting the metal and paint shops, watching air shows, and participating in "hangar flying" with visiting pilots and mechanics of EAA.

Primary involvement areas include: control center, general information, safety, aircraft parking, antique and rotary wing aircraft operations, communications, general forums, EAA workshop and education, general awards and other areas as determined by the project officer. Additionally, a CAP information booth has been authorized. James Pope, Chairman of FAA/CAP Coordination Committee, has volunteered his services as the project officer.

Because of transportation uncertainties, the 30 cadet participants this year will be

limited to the NCR and GLR. Consequently, the proportionate allocations will be 10 for NCR and 20 for GLR.

Interested cadets should inform their squadron commanders who, in turn, can notify higher headquarters. Selection processes will be as prescribed by the respective regions. Selected cadets will be housed in University of Wisconsin, Oshkosh, dormitories at no cost to the cadet, however the cadet should plan on approximately six dollars per day for meals.

This planned expansion into general aviation services will prove extremely worthwhile. The future of this program and similar interesting activities depend on everyone's continued interest and positive attempts to fill the quotas for this exciting event.

## Calendar of Events

May 17	GLR Conference	Milwaukee, Wisc.
May 17	Armed Forces Day	Nationwide
Jun. 7	NEC Meeting	Maxwell AFB, Ala.
Jun. 14-16	Air Cadet League of Canada Meeting	Nova Scotia, Canada
Jun 21-Jul 1	Cadet Officers School	Maxwell AFB, Ala.
Jul. 3-9	CAP National Staff College	Maxwell AFB, Ala.
Jul. 11-12	SER Conference	Orlando, Fla.
Jul. 19	IACE Military Ball	New York, N.Y.
Jul. 26	RMR Conference	Jackson Hole, Wyo.
Jul 27-Aug 1	National SAR School	Governor's Island, N.Y.
Aug. 2	NEC Meeting	Maxwell AFB, Ala.
Aug. 4	IACE Military Ball	Washington, D.C.
Aug. 16	PACR Conference	Honolulu, Hawaii
Sep. 22-29	IACE Planning Conference	Brussels, Belgium
Oct. 2-5	National Board Meeting	St. Louis, Mo.
Oct. 18	NER Conference	Kiamasha Lake, N.Y.
Dec. 13	NEC Meeting	Maxwell AFB, Ala.

## Storm Puts Colo. In Action

DENVER, Colo. — The Colorado Wing was recently alerted to fly surveillance missions over northeastern Colorado when a late winter storm hit that area. The record breaking storm sent the temperatures into sub-zero range with winds in excess of 60 knots in five Colorado counties.

During the two-day mission CAP aircraft located hundreds of stranded cattle, and directed ground crews to abandoned vehicles and to snow removal equipment which had become bogged down in deep drifts.

CAP also dispatched two four-wheel drive vehicles to the area to provide communications and assist local sheriff departments and civil defense directors.

The wing assisted 25 persons during their 184 manday effort.

## NASA Visits Paine Squadron

EVERETT, Wash. — The National Aeronautics and Space Administration's (NASA) space mobile recently paid a visit to the Paine Field Composite Squadron.

The space mobile featured detailed models of various spacecraft, moon rock, samples, space photos and exhibits.

Gary Moen, a NASA representative gave the CAP members a presentation on the United States past and future efforts in the space program. A presentation was also given on the communications of space missions explaining how information is received and what it means.

The visit concluded with a film which showed Astronauts performing in a weightless condition while visiting the moon. A question and answer period followed the film.

## Unit Responds After Tornado

MAGNOLIA, Ark. — Shortly after a tornado had hit the southeastern town of Warren, Ark., killing seven and injuring 54 others, the Magnolia Composite Squadron went into action collecting clothing and foodstuffs.

CAP Lt. Elmer Brown, commander of the Magnolia unit, loaned the use of his service station as a collection point for the relief supplies, while the squadron broadcast their plea for assistance over local radio and television stations.

The day following the tornado the squadron made their first delivery of supplies which was estimated at near \$450 in foodstuffs, clothing and blankets.

## CAP Maj. Attends Symposium

BEDFORD, Ind. — Dr. John Greeman, a major in Civil Air Patrol's Bedford Flight Squadron, recently attended a one-week symposium for flight surgeons conducted by the Federal Aviation Administration at its training center in Oklahoma City.

Major Greeman is a flight surgeon for the Air National Guard's 181st Tactical Fighter Squadron at Terre Haute, Ind., and a Bedford pediatrician. He is licensed by the FAA as an aviation medical examiner.

The course, designed as a review of private aircraft ac-

cidents, covered causes of pilot incapacitation in flight, including vertigo, illness, disorientation and hypoxia.



Major Greeman

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# People In The News

Cadet 1st Lt. Keith Reneau, cadet commander of the Medford Composite Squadron (Oregon Wing) recently successfully passed his private pilot check ride on his 17th birthday...Cadet Sgt. Mike Henderson of the Moisant Cadet Squadron (Louisiana Wing) recently received a nomination to both the U.S. Air Force and Naval Academies. Henderson has been an active member of CAP for more than two years...

The Outstanding Senior Member of the Year Award for the Pikes Peak Emergency Services Squadron (Colorado Wing) was recently presented to 1st Lt. Duane W. Brayton. He earned the award for his outstanding contributions and dedication to his unit and CAP...Two CAP members of Group 11 (California Wing) were recently luncheon guests of the Exchange Club of Santa Maria, Calif. Attending the luncheon were CAP Lt. Col. L. H. Powell and Cadet Lt. Col. Theresa Ashcraft...

Cadets 2d Lt. Wanda Pendergraft and Capt. Larry Dingmore of the Raleigh Composite Squadron recently earned their solo wings. The pair have been active in CAP's flying program for one year...During a recent awards dinner held by the Muskogee Composite Squadron (Oklahoma Wing) Cadet Gary Cassie was presented the Most Outstanding First Year Cadet Award for the wing...CAP Capt. Franklin H. Spitzer, commander of the Colorado Springs Cadet Squadron (Colorado Wing) recently arranged and conducted a tour of the U.S. Air Force Academy for 20 of his squadron members...

Seven senior members of the Tennessee Wing were recently named to receive the Wing's 1974 Senior Member of the Year Award. The seven who have dedicated 33 years of service each to CAP were Lt. Col. Landon L. Covington, Lt. Col. Vernon L. Littig, Maj. William T. Beckler, Maj. Gordon O. Durham, Maj. C. W. Garrison, Maj. Harold B. Johnson and Capt. Jerry Campora...Two cadets from the Winston-Salem Composite Squadron (N.C. Wing) Debbie Neal and Brian Peters recently traveled from Dover AFB, Del., to Bermuda and return via the Air Force's giant C-5A Galaxy aircraft...

A ground search team from the Tuscaloosa Composite Squadron (Alabama Wing) led by WO Brad Lynn recently assisted Civil Defense personnel in the search for a man who had wandered away from a local hospital...Cadet Captains David Pitts and Rudolph vant'Riet were recently nominated for inclusion in the Eighth Annual Edition of Who's Who Among American High School Students. They are members of Virginia Wing's West Richmond Cadet Squadron...

The Cutler Cadet Squadron (Florida Wing) recently recruited two new members into their unit who had served as cadets in CAP more than nine years ago. The new senior members are Jay Greenberg and Martin Bishop...A 19 year veteran of CAP Maj. Rebecca J. Lane has been named to command California Wing's newly formed Yuba-Sutter Squadron 19. Major Lane served on the staff of the Pennsylvania Wing Ranger program for 10 years. She holds a 101 card in several staff positions, a CAP radio operators card and holds a First Aid Instructors card...

Sixteen-year-old Paul Warns, a member of the Paine Field Composite Squadron (Washington Wing) recently soloed in a Cessna 150 after 10 hours of instruction. He is currently working toward his private pilots license with the goal of becoming a flight instructor...Two members of the Carroll Cadet Squadron (Maryland Wing) WO Jay C. Voight and Amn. Steven J. Voight recently put

their first aid training to practical use at the scene of an automobile accident. The pair rendered first aid to the injured and called authorities for assistance...Cadet MSgt. David Horne of the Highlanders Composite Squadron (New Hampshire Wing) along with Cadets 2d Lt. Ray Haines, Sgt. Timothy Day and Amn. Nathan Day of the Dover Composite Squadron recently manned recruiting booths at a shopping mall in Newington, N.H....

More than 20 cadets and senior members from the Oklahoma Wing recently paid a two day visit to the U.S. Air Force Academy in Colorado Springs, Colo. The purpose of the visit was to tour the academy and its allied facilities...Members of the Indiana Wing recently presented the CAP Seal to Larry Ball and Vern Wright of the Indiana Beechcraft Company. The presentation was made in appreciation for their support of CAP...

A CAP recruiting booth was recently manned by members of the Homewood-Flossmore Composite Squadron (Illinois Wing) at the Washington Park camper show in Glen Wood, Ill...Raleigh Composite Squadron's Cadet Commander Lt. Col. Raymond Craig has exchanged his CAP uniform for that of the U.S. Air Force. Craig has been active in CAP for more than four years and attended Cadet Officers School, was a member of the Cadet Advisory Council and his squadron's drill team. In the Air Force he will train to be a security policeman...

CAP 1st Lt. George Anderson, squadron commander, was recently presented the official charter for the East Bank Cadet Squadron (Louisiana Wing). The presentation was made by CAP Col. William Cahill, wing commander...Cadet Amn. Kim Osantowski was recently named Cadet of the Quarter for the Van Dyke Cadet Squadron 3-7 (Michigan Wing). Kim is the first female cadet in her unit to be awarded this honor...Two CAP pilots of the Raleigh Composite Squadron (North Carolina Wing) recently earned their pilots licenses. Receiving their certification was Lt. Col. John Allers and Capt. Glen Peting...

The Eagle Cadet Squadron (N.Y. Wing) was named as Squadron of the Year in CAP's Jamestown Group at the group annual awards banquet held recently. Also receiving awards at the banquet were 2nd Lt. Dorothy MacDougall who was named Senior Member of the Year and Cadet Lt. Col. Steven Gullberg was named Cadet of the Year. Both are members of the Eagle Cadet Squadron...Two members of the Colorado Springs Cadet Squadron (Colorado Wing) recently received nominations to attend U.S. Military Academies. First Lt. Anthony E. Cimino was nominated to the Naval Academy and 1st Lt. Douglas S. Kiltey to the Merchant Marine Academy...

The Skokie Valley Composite Squadron (Illinois Wing) recently acquired a first when cadet MSgt. Robert Plichta became a Radiological Monitor. He is the first cadet in the unit to complete this training...Solo pilots wings were recently donned by Cadet Capt. Mark Brunton of the Helena Cadet Squadron (Montana Wing)...CAP Maj. William Harter, Group I commander (Ohio Wing) recently met with Gen. Raymond Wilson of the Salvation Army in an effort to bring the national agreement between the two organizations down to a more solid basis on the local level...

Eighteen cadets and one senior member of the Raleigh Composite Squadron (North Carolina Wing) recently attended a communications course in order to acquire their CAP radio operators cards.



TRAINING—Cadet Debbie Mesenbrink of Maryland Wing's Glen Burnie Composite Squadron administers first aid to a simulated victim during a recent four-day exercise.

## Units Hold Bivouac

GLEN BURNIE, Md. — Maryland Wing's Glen Burnie, Apollo I and Peninsula Composite Squadrons recently gathered at Gun Power State Park and held a four day bivouac.

The CAP members rose at the crack of dawn to begin their training with calisthenics followed by a hardy breakfast.

Classes on search and rescue techniques and navigation were conducted by Cadet Lt. Col. John Russo from the Glen Burnie Squadron. He was assisted by Lt. Wade Whitlock, senior advisor from the Apollo I Squadron.

Cadet Capt. Vernon Brown of the Peninsula Squadron taught a first aid class which covered seizures, shock and artificial resuscitation.

Other classes during the bivouac included communications and ground signals under the direction of Cadet Lt. Col. William Trail from Apollo I. A compass course was set up by Cadet Lt. Col. Michael Smith also from the Apollo I Squadron.

During their search and rescue missions, radio communications were constantly maintained by members of Apollo I with the search teams. Simulated victims were located, treated and removed by the teams.

According to squadron officials the bivouac was a complete success. It proved that CAP members from different units can work together as a team and do a good job.

## Females Form Drill Team

STERLING HEIGHTS, Mich. — An all ladies meeting was recently held when female cadets from Michigan's Wing gathered in Sterling Heights for the purpose of forming a female drill team.

The meeting was hosted by South Macomb Cadet Squadron 3-2 with girls attending from Selfridge Cadet Squadron 3-5 and the Van Dyke Cadet Squadron 3-7.

Eighteen cadets were present for the meeting and made plans to compete as a group drill team this month representing their wing in National Drill Competition.

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# Check Pilot Responds To Article

(Editor's Note: The following was received from CAP Capt. George R. (Bob) Walker Jr., Chief Check Pilot, State of Virginia, in response to an article which appeared in the November 1974 Civil Air Patrol NEWS title "How To Tame The Cessna 305A.")

Dear Editor

I enjoyed the recent article by Maj. Edward Fowler in the November issue of Civil Air Patrol NEWS on "How To Tame The Cessna 305A". It was an admirable and definitely needed article for those in the CAP utilizing these aircraft. It did leave me feeling a little like something should be added however, and prompted this response.

I have been in and around general aviation since Dec. 6, 1946 and my father since Sweeny Aviation School at Kansas City, 1928. My wife is a student pilot and my three year old son was in the rear seat of a CAP L-16 before he was four days old. This should show some interest in and love of flying.

The heritage however, is no claim to fame or intelligence and my tickets are only witness that I wish to learn more. A beginning and not an end as I see it.

During this often painfully slow and I might add costly educational process there have been some inevitable Truths gathered that may be of some value to the reader.



One of these Truths is that under water and in the air the human animal is trespassing. He is trespassing in realms, that are to say the least alien and most often hostile to those that forget their place. To survive in these hostile realms we must utilize every instinct, attribute, intelligence and experience we can muster to break even and even much more to get ahead safely over a long period of time.

At the same time we are trespassing, we are also at the same time our own worst enemy. Our own self-image concept, mental and physical being is constantly in a state of flux. (Age taking its toll in the process). Add to this — fears and hang-ups associated with the human animal and you now have a rather formidable adversary. Compound this disastrous team with emotional trauma increased by guilt, known incompetence, raw fear, bad weather, CAP search efforts for fellow pilots, hanger talk, (worse one I know) unfounded or otherwise, and it spells ACCIDENT. This is true regardless of the mode. Some mediums are more forgiving than flying but nevertheless, all may be ego damaging.

The very fear and apprehension generated by the attention to a particular aircraft and its

characteristics and not characteristics of all aircraft is a self-perpetuating disease. In the event this particular aircraft is being utilized, within rather restricted confines called the Civil Air Patrol, it is even more alarming that this would be a self-serving problem.

I believe that every pilot has, by his evident desire to pursue flying, reconciled himself to the added risk and in most cases avails himself of the competent training and educational services. Most pilots keep their expertise to a reasonable degree of readiness by owning their own aircraft. Others do so by regular checks and currency reviews. Others I'm afraid by sheer luck and no reasoning whatsoever.

Another Truth is that once a person understands how and why aircraft fly and truly believe this to be absolute fact and not just as some criteria included in his or her ground school course, this belief and understanding will reduce the amount of fear present and consequently reduce the confrontations and reduce the accident factors.

Another Truth is that barring differences in equipment and design variables, i.e., gear position, high wing, low wing, etc., that if a pilot understands flight in aircraft that pilot understands flight in all aircraft. Carry this a bit further and the old adage appears to be correct and reasonable, the one about ... "a pilot that can fly one plane can fly them all and a pilot that can't fly one had better stay out of them all."

Here is where Major Fowler and I disagree, or rather differ — not in our interest in upgrading safe CAP aircraft utilization — but in the degree each of us assigns as priority to the achievement of this end.

Major Fowler uses statistics in his article and they may be well founded as they were relayed. They were of little interest to me in that I don't feel "taildraggers" are the cause but more truly a symptom of the problem. Statistically, if the truth were known, the percentages would be 99 and 44/100% pilot error and not Aircraft error.

Major Ed has my whole hearted support of the 305A as CAP's most viable aircraft for its use and we are in complete agreement on the need to address efforts to serving the pilots of these aircraft by a new flight manual. The effort should take into consideration the absence of formal training prior to flight. In the CAP's use this class environment is lacking and could well be supplemented by a civilian type aircraft manual.

There are many references both in and out of print about this or that aircraft, Major Fowler uses "bug-a-boo", others hanger-flying have made a "beast" of an airplane doing exactly what design, physics, and the forces of energy have provided that it should. Examples are the Twin Comanche, Cessna 337, Republic Sea Bee, Luscombe, etc., and many



others. Not flying them the way they were intended to be flown made the differences and not the particular plane.

In the case of the 305A, pilots are not keeping up with the aircraft. With the 305A the failure to keep ahead is focused more pointedly but it is the man that is behind and not the aircraft that is racing ahead. An analogy is that there are also fewer Rembrandts around and therefore fewer artists are familiar with them. The same goes for the 305A, but it also applies to all "Taildraggers", right?

To malign an aircraft that is reacting to the laws of nature and physics is tantamount to criminal. To remove the airplanes from use or make unreasonable demands is similar to doing away with all matches in order to eliminate fires.

There is no more involvement or inert intricacy, unique art or magic to the flying of the 305A than there is to any Brand X aircraft. There is the knowledge of your own confidence and competence by admitting that you are not comfortable or competent, that this is a normal and reasonable feeling — and one that is natural and part of the total learning process and not detrimental. Quite to the contrary a good pilot strives to be better and readily admits that he or she is not competent without loss of or damaged ego in the stating.

Conversely, the pilot that fails to admit this failing is a pilot getting ready to have an accident. More than likely, he is also the type pilot that will in the end attempt to blame his shortcomings on the aircraft he or she was in at the time of the accident.



remember the Truths of Flight or Flying. I forgot or did not truly believe in these Truths and the results will be totally mine and not the aircraft's.

## Unit Responds To Blood Call

SARASOTA, Fla.—"You have devoted time, talent and personal resources to Civil Air Patrol. Now all I want is your blood." With this message, CAP Maj. John Marquiss, deputy commander of Florida's Group 14, convinced three groups in east central Florida to join a special CAP Blood Bank Account.

The purpose of this program is to allow members of the three groups and their subordinate units to contribute their blood to a local blood bank. The members can then, in case of an emergency, withdraw blood for themselves from the account. The account is not only for those members who donate to it, but also for those who cannot donate for various medical reasons. All that is required is that a person be a member in good standing in a participating unit.

The account is held by the Southwest Florida Blood Bank of Tampa, Fla. A special committee composed of members from Groups 3, 14 and 17 has been appointed to administer the program in conjunction with the blood bank. CAP Maj. Bud Koehler, of Group 3, is chairman of the six-man committee.

Major Marquiss was not only the originator of this program, but he also donated the first pint of blood.



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**DEMONSTRATION**—CAP Capt. Mary King of Montana's Helena Cadet Squadron demonstrates a survival shovel to a group of Cub Scouts and Webelos during a talk presented by her and three cadets from her unit. Also participating in the survival briefings were Cadets Capt. Jeff Bloomstrom, Maj. Mark Brunton and SSgt. Tracy Billings.

## Could This Happen In Your Unit?

MAXWELL AFB, Ala. — The following letter was received by a wing commander from one of his squadron commanders. It is an example of concern for the aircraft flown within CAP. The main thing it points out is that there are people who will fly aircraft in less than perfect conditions.

"Subject: Unsafe Flight Procedure

"This squadron was notified by landline on Feb. 27 that the

C305A ( ) was being delivered from ( ) Field to ( ) in the afternoon and would we be sure and have it tied down.

"Lt. ( ) was contacted and went to the airport to check on the aircraft. In his check of the aircraft, the following were noted:

1. A protusion on the tail wheel resulting from broken cords in the tire.
2. The auxiliary fuel pump was inoperative due to the wires hav-

ing been disconnected.

3. The flight log was not filled out noting time flow or who was the pilot.

4. No microphone or headset included with the radio installed.

"The first two items should have been corrected before the plane left ( ) Field, as you could imagine what could have occurred had either the tail wheel blew out or the main fuel pump malfunctioned.

"Not knowing who flew the Birdog to ( ), the flight operations officer and myself are wondering if the pilot was current and qualified, as he apparently failed to pre-flight the craft.

"We also noted that the logbook nor the flight authorization form were filled out after its arrival at ( ) Airport, and feel that the time should have been logged from ( ) to ( ) and then to ( ).

"We also believe that a headset and microphone should have been included with the radio installation and are wonder how the aircraft received clearance to leave ( ) without same."

The point is well put in the statement "...you could imagine what could have occurred had either the tail wheel blew out or the main fuel pump malfunctioned." We would have added another accident to the already too high statistics of CAP.

**COULD THIS HAPPEN IN YOUR UNIT?**

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A complimentary copy of the "TLC" package has been distributed to each wing and region. Wing commanders are encouraged to "loan" the TLC kit to lower echelon units for their own.

Units may purchase the entire TLC package from the CAP Bookstore at \$9.50 per set.

## Virginia Wing Conducts 1st Combined Seminar

SANDSTON, Va. — The Virginia Wing held its first joint emergency operations seminar here recently with representatives of five Virginia agencies and the Air Force Rescue Coordinating Center (RCC) in attendance.

Among those attending were CAP Lt. Col. George Jones, coordinator for the Office of Emergency Services for the State of Virginia; Maj. Steven Weaver, Salvation Army disaster planning office; Ron Hendricks, chief of the Federal Aviation Administration General Aviation District Office, Dick Rodriguec of the National Transportation Safety Board and Sgt. Joe Scott of the Virginia State Police. Air Force Col. Joe Henjum, represented the RCC, which is located at Scott AFB, Ill.

Colonel Jones pointed out that each agency needs to plan ahead and know each others capabilities before a disaster occurs so efforts can be coordinated.

Members of the Virginia Wing, Maryland Wing and Middle East Region attended the seminar.

Lt. Col. Frances H. Toth, CAP,

newly appointed wing chief of staff acted as moderator for the day-long seminar.

## Unit's Chaplain Truly Involved

LEWISBURG, Tenn. — The Marshall County Composite Squadron's chaplain has truly become involved in Civil Air Patrol since joining the unit two years ago.

When Lt. Clay Derryberry joined he had never flown an airplane or helicopter and had little knowledge of aircraft mechanics.

Since that time he has purchased his own aircraft, earned a private pilot license and has logged more than 100 hours of flying time.

He has also achieved student helicopter pilot status and is working on an airframe and powerplant (A&P) rating.

According to squadron officials, a unit meeting never passes without Lieutenant Derryberry's presenting the members a few important "thoughts to remember."

In addition his services as a pilot, he has strengthened the squadron's capacity in search and rescue efforts.

## N.Y. Group Visits Hurricane Center

SYRACUSE, N.Y. — A visit was recently paid to Homestead AFB and the National Hurricane Center located near Miami, Fla., by CAP members of New York Wing's Syracuse Group.

While on the Air Force installation the group visited the guard dog facilities, crash rescue area, helicopter pads and got a close-up view of the Air Force's F-4 Phantom jet aircraft.

They also toured the Air Force's Water Survival Training facilities at Biscayne Bay, Fla.

During their tour of the National Hurricane Center at the University of Miami, they were given lectures on its operation and a tour of the facilities.

## Take A Bicentennial Second . . .

"The basis of our government being the opinion of the people, the very first object should be to keep that right; and were it left to me to decide whether we should have a government without newspapers, or newspapers without a government, I should not hesitate a moment to prefer the latter." (Thomas Jefferson, Jan. 16, 1787).



**BEST CADET** — Cadet 2d Lt. Carey Fleming (right), receives congratulations from North Carolina Wing commander Col. Ivey M. Cook Jr., upon receiving the Winston-Salem Composite Squadron "Cadet of the Year Award."

## I.M.S.C.

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## CADET AWARDS

### EARHART AWARDS

March 1975	
Mark D. Sockwell	01041
Linwood L. Smith Jr.	04005
Steven W. Paluighi	04032
Michael M. Mooney	04381
Peggy E. Reed	05099
James E. Palmer	06058
Larry W. Anderson	08104
Kenneth E. Gilpin Jr.	08104
Roger W. Seich	08133
Carlos R. Valdes	08286
Janet T. Palardy	09002
Keith D. Anthony	09002
Bernhard W. Jager	09065
W. Geoffrey Thomas	11254
Donald L. Wenger Jr.	12186
Paul D. Cook	13051
R. A. Naakigeboren	13051
David A. Smith	14100
Dennis J. Ponsness	14100
Mike D. Taylor	15007
Linda R. Domeier	20192
Peter T. Quinlan	21009
Tamara S. Joseph	23057
Donald Spies	23057
Michael L. Frey	29002
Kenneth J. Gilrain	29080
James N. Patnaude	29080
Paul W. Morich	29088
Jeffrey S. Gary	31173
Douglas J. Wright	34185
Deborah L. Kristof	35015
Darryl L. Brawn	36007
Richard J. Forsyth	37009
Diane M. Trautman	37069
Robert E. Cummins	42010
Robert T. Permar	42110
Michael C. Jordan	42187
J. G. Markle	42195
Thomas A. Theado	42002
Judith I. Seckel	46002
John A. McCoy	47049
Harold W. Storm	47049
Gary G. Fennig	48018
Rodney Y. Y. Tom	51030
Jerry M. Nishihira	51056

### MITCHELL AWARDS

March 1975	
John M. Garton	01075
David P. Rumbarger	01090
Thomas C. Watkins	01091
Bradley G. Hobbs	01091
Cranford O. Childers	01091
Eric Post	02045
Kathleen A. Fallon	02071
Garth B. Anderson	03042
Robert B. Smith	04007
John M. Stoble	04138
Don J. Elazar	04204
L. W. Armstrong Jr.	04389
Steven C. Navratil	05099
Linda L. Achziger	05135
Mike T. Samuels	07007
Craig M. Frank	08051
Raymond C. Bacon	08051
Peter J. Coccaro	08051
Raymond E. Anthony	08084
Lorraine G. Smith	08103
Jimmy R. Dickinson	08104
Donovan E. Chenoweth	08133
Bill R. Deland	08142
Clark L. Morris	08143
Donna M. Budzinski	08160
Ed M. Pujan	08204
Sammy M. Mackey	08293
Patrick H. Ohara III	08293
John C. Baranowski	11011
George M. Dobroski	11011
Jack C. Sartoris	11194
David M. Winters	11229
Andrew S. Grimshaw	12002
Russell A. Pittler	12100
Leslie L. McConnell	12168
Jeffrey L. Bird	13002
James R. Francisco	13041
Dennis A. McKinnon	17056
Patrick F. Moehan	18079
Richard J. Forsyth	19012
Frank L. Kierst	20038
Kevin E. Veltman	20038
Tim L. Vandermolen	20038
Mark A. Rein	20072
Robert J. Edwards	20104
Luzetta K. Smith	20139
Charles G. Boehmer	20141
Camille B. Nelson	21030
Dale E. Shattles	22044
Robert D. Mason	22044
Gary R. Langenbach	24003
Lee J. Mooney	25016
Joseph A. Steinman	25016
Kurt A. Green	29035
David M. Charash	31011
James D. Dolph	31020
William E. Goin	31090
Jose A. Velez	31092
Denise B. Hart	31131
Holbert E. Bridgman	31273
Richard C. Frost	31273
Ivan D. Klugman	31288
Mark R. Meade	32064
Theresa A. Willoughby	34027
Brenda C. Bakalik	34096
Thomas E. Opfell	34117
Greg J. Yanok	34153
James L. Hampshire	34188
Cassandra V. Walker	34213
James R. Hudock	35081
Daniel M. Getzlaff	36037
Mitchell J. Goldade	36065
Susan J. Watson	37049
Janet M. Jones	37193
Vincent S. Robinson	37246
Robert G. Morris	38016
Benjamin W. Dubois II	39019
Anthony H. Clark	39027
Wane M. Knider	40038
Todd T. Wilkinson	40038
Ann M. Huntimer	40050
Richard D. Bassett	42196
Charles E. Foster Jr.	42279
Scott M. Langston	42279
Keweenaw R. Brown Jr.	42310
Kasimir Zaratkiewicz	46002
Matthew N. Bennett	46068
F. Donald Kuhns	46090
Robert L. Lawson Jr.	46090
Mike T. Scholz	49061
Leonard P. Kuhnley	49064
Jeffrey D. Good	48110
Walter M. R. Rose	48112
Barry S. Roitblat	48112
Daniel J. Cochran	48121
Caroline Olson	48149
Peter M. Esser	48150
Darrell L. Ching	51005
Richard D. Adamson	51009
Kenneth E. Mumford	51028
Louise Ann P. Serra	51030
Norman H. Eko	51030
Ramon Salazar	52012
Rafael Alvarez	52012
Jose J. Clavell	52012
Iris M. Lahoz	52012
Edwin Serrano	52012
Angel M. Santana	52012
Daniel Escobar	52015
Jose Blanco	52015
Jose Rosario	52015
Evelyn Ortiz	52015
Jose Rosa	52015
Ana M. Martinez	52015
Noel E. Cruz	52015
Gladys Feliciano	52015
Ana E. Rivera	52015
Sister W. Gonzalez	52106
Victor A. Gallardo Jr.	52105



**KICK-OFF**—Members of New York's Schenectady Composite Squadron check their "kick off" display for the Muscular Dystrophy drive. The squadron cadets and seniors recently held a contest to see who collects the most money for Dystrophy. Inspecting the sign are (left to right), Cadet 1st Lt. Joseph Skiff, Cadet Lt. Col. Ted LaPlante and Cadet 2d Lt. Richard Van Patten.

## Units Train At Encampment

SUMMERVILLE, S.C. — Thirty-five cadets from three South Carolina units gathered at Walterboro, S.C., recently for a Type B encampment.

During the encampment the cadets, from Summerville Cadet Squadron and Charleston and Walterboro Composite Squadrons, were instructed in land navigation and ground search techniques. They were also given orientation flights which, for many of the cadets, were the first time they had flown.

Because of the success of the encampment the units hope to have additional activities together in the future.

## New Yorkers Get Orientation Flight

NORTH BELIMORE, N. Y. — Several cadets and senior members of Nassau Composite Squadron were recently given an orientation flight on an American Airlines Boeing 727 jetliner by three Civil Air Patrol - American Airlines pilots.

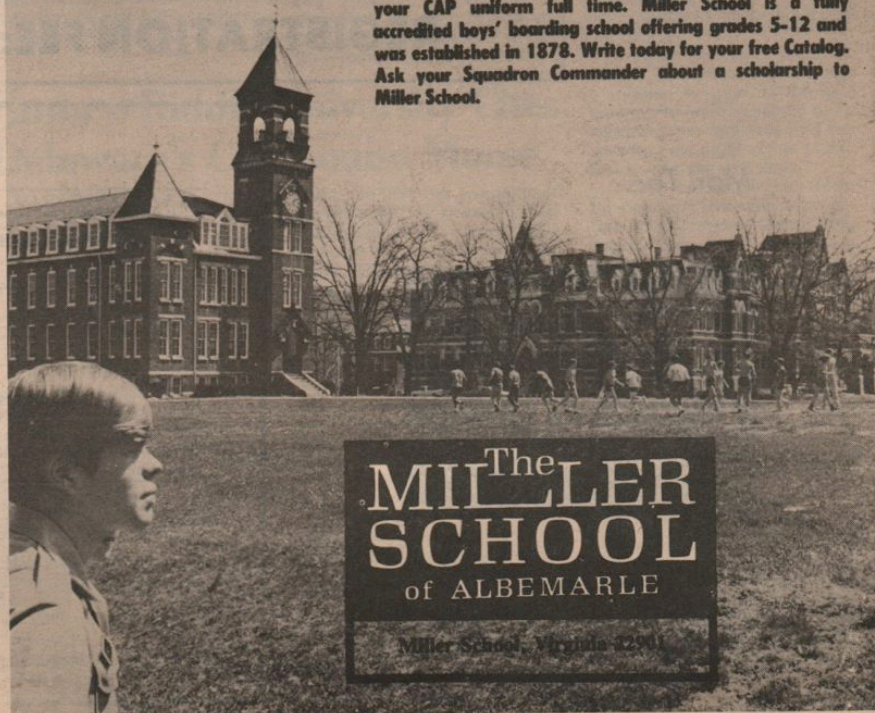
The pilots of the aircraft were CAP Lt. Joe Santos, WO Ken Drusch and Capt. Louis Mahoney.

The flight lasted 45-minutes and was served by three volunteer AA stewardesses. The plane flew over Long Island, Queens and Manhattan.

## CAP HIGH SCHOOL SCHOLARSHIPS

If you're a CAP Cadet, you'll really dig the Miller School, where you can progress through the prestigious cadet program while earning your high school diploma.

Miller School offers college prep and/or vocational training in auto mechanics, woodworking, drafting, etc. It is a Cadet Squadron of the Civil Air Patrol where you wear your CAP uniform full time. Miller School is a fully accredited boys' boarding school offering grades 5-12 and was established in 1878. Write today for your free Catalog. Ask your Squadron Commander about a scholarship to Miller School.

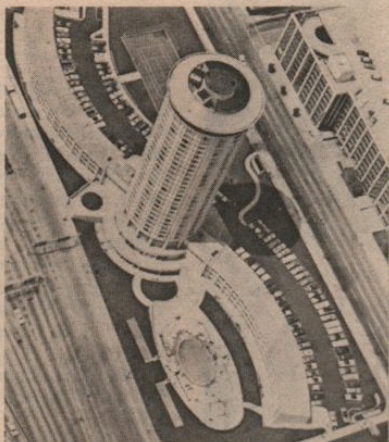


**FUTURE CAP PILOT**—Cadet Sgt. Glenn P. Kuehner (right), receives a \$200 flying scholarship from Air National Guard Maj. Gen. D. L. Corning, adjutant general of South Dakota. The scholarship was awarded to Kuehner by his CAP unit, the Ellsworth Composite Squadron. He was selected for it because of his high scholastic achievements, leadership abilities, his flying interest and his participation in CAP activities. (Photo by CAP Capt. Tam Gatje)



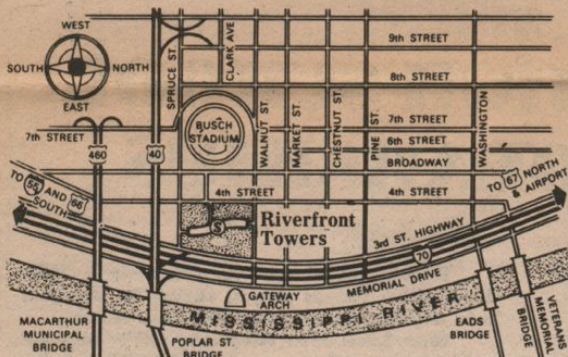
You'll Be In The Center  
Of Things

AT



### Stouffer's Riverfront Towers

From here, you can see it all. Your front yard is the 86-acre Jefferson National Park; you can walk its pathways or stroll the waterfront. You can ride 630 feet to the top of the Arch or cruise the Mississippi. (See map below for location of Riverfront Towers.)



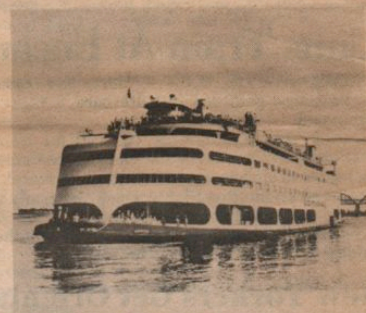
# CIVIL AIR PATROL NATIONAL BOARD MEETING

St. Louis, Mo. — Oct. 2-5

## Attractions



BUSCH MEMORIAL  
STADIUM



S. S. ADMIRAL

## ACTIVITIES

- National Aerospace Education Advisory Committee
- Information Officers Conference
- Reserve Seminar
- Communications Seminar
- Logistics Seminar
- CAP Cadet Program
- Chaplain's Committee
- Finance Officer Seminar

**REGISTRATION FEE: \$19.00**

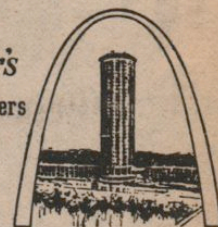
Mail To:



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St. Louis, Missouri 63102  
Phone: (314) 241-9500

LAST NAME \_\_\_\_\_ FIRST \_\_\_\_\_  
LARGE PRINT PLEASE)  
REGISTRATION CARD

*Stouffer's*  
Riverfront Towers



Signature \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

We will preregister you in a room at 2:00 P.M. on your arrival date.

Arrival Date: \_\_\_\_\_ Departure Date: \_\_\_\_\_

On arrival, you will only need to ask for your room key. If you have a change in plans, please notify us by 2:00 P.M. on your arrival date — or you will be charged and billed for that night.

I will share with \_\_\_\_\_ Address \_\_\_\_\_

CIVIL AIR PATROL NATIONAL BOARD MEETING

Friday, Oct. 3 thru Saturday, Oct. 4, 1975

☐ Single — \$18.00 ☐ Double — \$21.00

Reservation cards must be received by September 19, 1975



# BOARD



ETY

have been electrocuted during the last four months. Three of these were a result of antennas  
age lines. To avoid similar accidents from occurring within the Civil Air Patrol, the follow-

ation so it can be assembled, carried, and erected safely.

that its "falling radius" will be clear of all electrical lines.

that windstorms cannot blow it into electric power lines or damage the property of others.

erecting or relocating your antenna and plan what you are going to do ahead of time.

et your antenna, know and follow the FCC legal limits on antenna height.

r lines don't mix. Any time an antenna contacts a power line, it damages your equipment; can  
and can cut electrical power to vital police, fire, and other community functions.

DOK

ITIES PLANNING



maps

avance:

gion/wing/squadron

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members with operator

nd return

and number of attendees

agenda

titles

esentations, if applicable  
one or more of these mis-  
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es to generate interest  
ons, Cadet Programs and

DOT



## EFFECTIVE WRITING AND THE CAP MEMBER



"Why should I be concerned with writing in CAP? My job is as a SAR Mission Coordinator. I'm a doer, not a historian!" The answer, unfortunately, is a simple one. No matter what your functional role within CAP may be, its effective accomplishment to a large degree depends upon your skill in effectively communicating, both verbally and in writing. Writing tasks occur in many forms, ranging from the informal scratch-pad note, a briefing outline, completing an awards application, preparing a flight plan, to the formal military-style letter or staff study. Effective writing pays huge dividends to all concerned and, therefore, to the accomplishment of your unit's mission.

Any writing improvement program must begin with an honest self-appraisal. Once you have identified your deficiencies, the battle to improve your writing is half won. Four important aspects of writing serve well as the basis for self-analysis. These are clarity, appropriateness, directness, and correctness. A checklist is offered below to help you conduct a systematic self-analysis of your effectiveness as a writer and, thus, serve as a starting point to improvement.

### WRITING ANALYSIS CHECKLIST

CLARITY (Did you communicate clearly?)	Yes	No
Does your main message come through easily?	___	___
Are your ideas logically organized?	___	___
Have you supported and developed your ideas?	___	___
Have you weeded out unnecessary details?	___	___
APPROPRIATENESS (Does the writing fit its environment?)		
Does the general tone suit the subject matter?	___	___
Have you considered who your reader will be?	___	___
Have you considered his knowledge level?	___	___
Does your writing style seem to fit you?	___	___
DIRECTNESS (Do your ideas come into focus quickly?)		
Have you avoided long, involved sentences?	___	___
Have you chosen simple words, rather than flowery or unusual ones?	___	___
Will the reader understand all the technical terms?	___	___
Did you use active verbs whenever possible?	___	___
Did you use personal pronouns where appropriate	___	___
CORRECTNESS (Have you met the standards of accepted usage?)		
Are you sure about your spelling?	___	___
Do your subjects and verbs agree?	___	___
Have you punctuated correctly and where necessary?	___	___
Are your pronouns in the right case?	___	___
Have you capitalized correctly?	___	___

DOT

PULL OUT AND POST



# THE BULLETIN

## PREPARING A SPEECH

Because many of us take the ability to speak for granted, detailed preparation for public speaking is too often considered unnecessary and not done. A few basic rules which may prove helpful in preparing a speech are set forth below:

### RULE

1. Analyze your audience before you select your topic.
2. Determine and limit the purpose of your speech.
3. Research your subject, i.e., gather subject material.
4. Prepare a speech outline.
5. Practice.

### DISCUSSION

Speaking success depends upon whether the audience responds in the way the speaker planned. The subject or topic must be one the audience understands if the speech is to be effective.

Traditionally, all speeches are to inform, to persuade, or to entertain. Limitations on these purposes consist of time, audience background and experience, the speaker's ability, the occasion, etc.

The three sources of material are the speaker's knowledge and experience; the knowledge and experience of others; and research, such as is done in a library or in authority files.

The outline provides the speaker with a structure to follow and serves as a check on his purposefulness, logic, and the completeness of his presentation.

No matter how well planned a speech may be the real test will come when the speech is made to the audience. Any person's speech delivery normally can be improved through practice, including "dry runs."

The ultimate test of any speech is whether the speaker holds the attention of his audience and, therefore, furthers his purpose in presenting the speech in the first place. It is bad to waste your time as a speaker but even worse to waste the time of others.

DOT

## COMMUNICATIONS — ANTENNAS

Seven members of the Air Force coming in contact with high flying precautions should be

1. Choose your antenna
2. Locate your antenna
3. Locate your antenna
4. Have plenty of help
5. Before you start to

Remember that antennas and cause injury and possible



## CHECKLIST FOR CAP

Publicize well in advance:

- Date
- Place
- Inclusive period
- Directions to site (ground)
- Activity schedule/agenda

Determine number of attendees

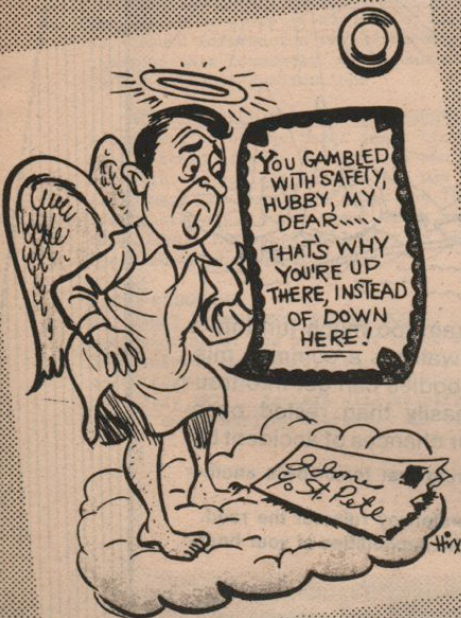
- Monitor new membership in
- Input from subordinate units

Arrange for facilities:

- Relate to number of attendees
- Coordinate AF facilities
- Classroom/auditorium
  - Acoustics
  - Seating with note-taking
  - Lighting
  - Heating/ventilation
- Billeting: male, female, c
- Food
  - Assure volume capability
  - Pre-arrange meal times a
  - Have coffee ready for br
- Transportation
  - Buses/cars
  - Billets to activity a
  - Meal breaks
  - Ground transport from ai
- Audiovisual equipment
  - 35mm slide projector
  - Chalkboard
  - Audio system, if size of requires
  - Projection screen
  - Spare projection bulbs
  - Extension cords
  - Movie projector

Activity procedures:

- Publish and distribute sche
- Adhere to schedule
- Publicity photo coverage/ne
- Use local experts for speci
  - Aerospace Education: Re
  - Cadet Program: si
  - Emergency Services: an
- Displays of CAP mission act and publicity (SAR, Commu Activities, Aerospace Educ

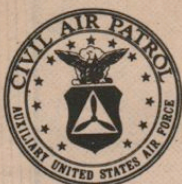


## SUPERVISOR -- HOW DO YOU SPELL IT?

SAFELY OR NOT AT ALL  
 USE IS OWNERSHIP  
 PREPARE IS TO PREVENT LOSS  
 EASIER WHEN DONE RIGHT  
 RIGHT WAY, ONLY WAY  
 VICTIM - AS IN ACCIDENT  
 INVOLVEMENT  
 SUPPORT YOUR PEOPLE  
 OPERATE AS PLANNED  
 REWARDS NOT RECRIMINATIONS



# THE BULLETIN



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 3

MAY 1975

### PERSONNEL

1. **SENIOR MEMBER OF THE YEAR.** Since the 1975 National Board Meeting is scheduled in early October this year, the time schedule outlined in CAPR 39-3 for submission of recommendations for Senior Member of the Year is modified as follows:

- (1) By 15 July. Unit commanders will submit nominations to the wing commander for consideration.
- (2) By 15 August. Wing commanders will screen nominations from unit commanders within his wing and forward the best nominee to the region commander for consideration.
- (3) By 1 September. Region commanders will select the best of the wing nominees and forward one nomination to National Headquarters for consideration.
- (4) By 15 September. National Headquarters will screen nominations submitted by the region commanders and make recommendations to the National Commander. Final selection will be made by the National Commander. DPY

2. **UNIFORM TIP.** Shade 1084 uniform. The wearout period for men's all wool 10 1/2 oz. tropical shade 1084 uniform has been extended from 1 March 1975 to 30 June 1976. DPY

### OPERATIONS

4. **CAP NATIONAL SAR SCHOOL.** The annual National Search and Rescue School for CAP will be conducted at Governors Island, New York, from 27 July through 1 August 1975. Twenty-two spaces are available for CAP members. Quarters will be furnished at no cost to the attendee. Classes will be conducted from 1300, 27 July until 1700, 1 August. In contrast to the two-week course previously taught, almost all maritime SAR subjects have been eliminated and a course of one week duration established strictly for CAP. The course content now consists of primarily inland SAR subjects and is specifically designed as further training for qualified SAR mission coordinators or for those experienced SAR pilots or observers aspiring to be SAR mission coordinators. After graduation, CAP members will be urged to conduct SAR mission coordinator training within their units. Previous advertising to the field established a deadline for applications to this school to arrive at National Headquarters CAP/DOS by 28 April 1975. To date (14 April) only ten applications have been received. The deadline has been extended to 15 May and those CAP members interested are urged to submit their applications as soon as possible in accordance with CAP Regulation 50-9, using CAP Form 17 dated Jan 74. Applications must be processed through the applicant's wing and region commanders for approval and indorsement. DOS

### LOGISTICS

5. **ATTENTION ALL CAP WING COMMANDERS AND TRANSPORTATION OFFICERS.** A new CAP Form 75, "CAP Motor Vehicle Operator Identification Card," is available for distribution. Please send your requisitions to National Headquarters/DAPED and limit initial order to 20 copies. This new form will insure compliance with the provisions of CAP Regulation 77-1. LG

### INFORMATION

6. **ATTENTION CADET UNIT INFORMATION OFFICERS.** If your unit is actively sponsored by an organization or group (i.e., civic, business, church, military, etc.), story photographs and background information including details on sponsoring organization, type support provided, names of unit commander and sponsoring organization leaders, etc., are needed for coverage in CAP National publications. OI

7. **ATTENTION ALL CAP UNIT COMMANDERS AND IOs.** We repeat an announcement made in the Bulletin Board section of the March issue of the CAP NEWS. All CAP unit commanders and/or IOs send the call letters of your local radio and TV stations to National Headquarters CAP/OIR, Maxwell AFB AL 36112, so you can receive the new CAP radio and TV spots and hand-carry them to your local stations. The supply of radio and TV film spots will be limited this year. They will be distributed on a first come, first served basis. Send in the call letters of your local stations NOW. The spots will vary in length--10, 20, and 30 seconds. They are expected to be ready about the end of June. OI

### CADET PROGRAM

8. **CADET ACHIEVEMENT PACKET COSTS.** Recent changes in the cadet program have caused extensive confusion about the prices of cadet achievement packets. Most of the transition problems have been solved; therefore, the cost of cadet achievement packets can now be simplified. A six-month test procedure eliminating the additional postage for all cadet packets will be initiated on 1 July 1975. Packets will be shipped the most feasible way, thereby eliminating the confusing extra mailing charges. The basic prices of all achievement packets follow:

## CAP Bu

### Achievement

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

The cost of the cadet wishing to his order form.

### ADMINISTRATION

#### 9. NEW AND REV

a. CAPR 55-2 November 1972.

b. CAPP 150-2, July

FOR THE NATIONAL

*Isabella T. Lynn*  
ISABELLA T. LYNN  
Director of Admi

## JOIN THE

### MEET THE RD

John Max O  
Director of  
USAF-CAP-R  
Lowry AFB,

Mr. Ogle w  
and second  
Greeley Hi  
an AB degr  
institutio  
study at P  
University

He served  
Wyoming fr  
duty with  
of Counsel  
New Mexico  
cational c  
Air Force  
USAF as Di  
In 1955, h  
Air Patrol



# BOARD

in Cont'd



g No.	Cost	Achievement	Catalog No.	Cost
	\$2.50	9	049	\$2.00
	2.50	10	050	2.00
	1.00	11	051	2.00
	1.00	12	052	2.00
	1.00	13	053	2.00
	1.00	14	054	2.00
	1.00	15	055	2.00

ospace education text (Your Aerospace World) to cadets is \$1.50. Any  
use this text must order Catalog No. 037 and should include the cost on  
EDA

## PUBLICATIONS:

ivil Air Patrol Emergency Services," 8 May 1975, supersedes CAPR 55-10,

Senior Member CAP Orientation - Level I Study Guide," May 1975, supersedes  
DAP

DER

1, USAF  
ion

## AIR FORCE -- THE AEROSPACE TEAM



space Education  
Rocky Mountain Region, CAP  
0230

n at Hamlet, Indiana. He attended elementary  
schools in Greeley, Colorado, and was graduated from  
school in 1924. Colorado State College awarded him  
1928 and he was awarded the AM degree by the same  
1934. Mr. Ogle has completed additional graduate  
College, Texas Technological College, and the  
outh Carolina.

Teacher and high school principal in Colorado and  
1928 to 1942. From 1942 - 1946, he was on active  
Army Air Force. After the war, he became Director  
and Guidance at Highlands University, Las Vegas,  
from 1950 to 1954, Mr. Ogle was employed as an edu-  
cator at the Flying Training Air Force at Reese  
Texas. He was first employed by Civil Air Patrol -  
of Aviation Education in the Middle East Region.  
transferred to the Rocky Mountain Region of Civil

## IMPORTANT WORDS



The six most important words:  
"I admit I made a mistake"

The five most important words:  
"You did a good job"

The four most important words:  
"What is your opinion?"

The three most important words:  
"If you please"

The two most important words:  
"Thank you"

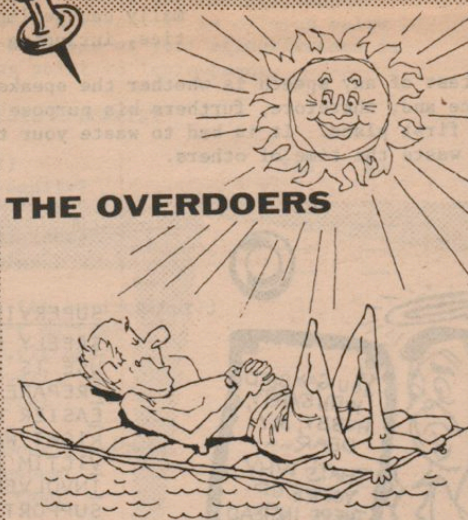
The one most important word:  
"We"

The least important word:  
"I"

Here's a protection-packed  
pair of night driving habits--  
reduce speed and increase  
caution.



## THE OVERDOERS



Trying to cram too much fun into a  
day on the water is a common mis-  
take. Tired bodies can get into trou-  
ble more easily than rested ones.  
Reduce your chances of accident by:

1. Remembering that tomorrow's another day.
2. Knowing waterway rules of the road.
3. Knowing the capabilities of your boat.

PULL OUT AND POST